

**BY ORDER OF THE SECRETARY
OF THE AIR FORCE**

AIR FORCE INSTRUCTION 16-402

30 MAY 2013



Operations Support

**AEROSPACE VEHICLE PROGRAMMING,
ASSIGNMENT, DISTRIBUTION,
ACCOUNTING, AND TERMINATION**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at <http://www.e-Publishing.af.mil>

RELEASABILITY: There are no releasability restrictions on this publication

OPR: AF/A8PB

Certified by: AF/A8
(Maj Gen Michael R. Boera)

Supersedes: AFI16-402, 15 May 2009

Pages: 49

This publication implements AFPD 16-4, *Accounting for Units, Installations, and Aerospace Vehicles*. It provides guidance and procedures for worldwide programming, assignment, transfer, distribution, accounting, and termination of Air Force aerospace vehicles. It applies to the US Air Force, Air National Guard, Air Force Reserve, Civil Air Patrol, and US Air Force Aero Clubs. It implements that portion of Department of Defense (DoD) 4160.21-M, *Defense Material Disposition Manual*, 18 August 1997, that directs the transfer and disposal of excess aircraft. This AFI may be supplemented at any level, but all supplements must be routed to AF/A8PB for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS).

SUMMARY OF CHANGES

This volume has been substantially revised and must be thoroughly reviewed. Major revisions include changing office symbols to reflect HQ Air Force reorganization. Also, websites and terminology have been updated throughout. Procedures have been incorporated to reflect new requirements for transferring aircraft from the reserve component to the active component and for obtaining enterprise level approval for high cost repairs on damaged aerospace vehicles. Mine Resistant Ambush Protected vehicle inventory procedures have been added to this revision.

Attachment 3 has been revised to include only assignment purpose identifier codes and includes the addition and definition of the TA and XD purpose identifier codes. Attachments 8 through 10 have been removed, and a new Attachment 8 provides a transfer Memorandum of Agreement template.

Section A—General Information	2
1. Definitions:	2
Section B—Guidance	4
2. General Programming Background:	4
3. Force Programming Policies and Guidelines:	5
Section C—Fleet Management Procedures and Responsibilities	11
4. Fleet Management Procedures:	11
Section D—Fleet Management Responsibilities	15
5. Fleet Management Responsibilities	15
Table 1. Report Required From AFMC	26
Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	28
Attachment 2—TERMINOLOGY FOR AIRCRAFT INVENTORY MANAGEMENT	33
Attachment 3—ASSIGNMENT PURPOSE IDENTIFIER CODES	34
Attachment 4—EXCESS REQUEST FOR AIRCRAFT DISPOSITION WEBSITE SAMPLE	38
Attachment 5—AF FORM 913 COMMON TERM CROSSWALK AND PROJECT NUMBER ASSIGNMENT	41
Attachment 6—DISPOSITION PLAN SAMPLE	43
Attachment 7—PARTS REMOVAL APPROVAL LETTER SAMPLE	44
Attachment 8—TRANSFER MEMORANDUM OF AGREEMENT TEMPLATE	46

Section A—General Information

1. Definitions:

1.1. Aerospace vehicle includes the following:

- 1.1.1. Aircraft in Federal Supply Class (FSC) 1510 and 1520. Gliders in FSC 1540.
- 1.1.2. Remotely piloted vehicles and aerial target drones in FSC 1550.
- 1.1.3. Guided missiles in FSC 1410.

1.1.4. Space systems (Boosters, Satellites/Upper Stages, and Missiles).

1.1.5. Mine Resistant Ambush Protected (MRAP) Family of Vehicles will be treated like an Aerospace Vehicle to utilize the weapon system inventory system developed for aircraft.

1.1.6. Ground Control Station (GCS) family of systems MD-1 for MQ-9 and RD-2 for RQ-4 will be treated like an Aerospace Vehicle to utilize the weapon system inventory system developed for aircraft.

1.2. Assignment. The basic command to which the aerospace vehicle belongs. It differs from possession, which shows the aerospace vehicle's current usage and organizational control. AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, specifies the procedures governing possession.

1.2.1. Command includes:

1.2.1.1. Major Commands (MAJCOMs).

1.2.1.2. Field Operating Agencies (FOAs).

1.2.1.3. Direct Reporting Units (DRUs).

1.2.1.4. Air National Guard (ANG).

1.3. Aerospace Vehicle Authorization and Inventory: Authorization refers to the number and type of aerospace vehicles an organization is programmed to possess. Inventory refers to the number of aerospace vehicles actually assigned to a unit and identified against a corresponding authorization. Authorizations and Inventory ([Attachment 2](#)) include:

1.3.1. Primary Aerospace Vehicle Authorized (PAA): Aircraft authorized for performance of the unit's mission (e.g., Combat, Combat Support, Training, Test and Evaluation, etc.). The PAA forms the basis for the allocation of operating resources, to include manpower, support equipment, and flying hour funds. The operating command determines the PAA required to meet their assigned missions.

1.3.2. Primary Aerospace Vehicle Inventory (PAI): Aircraft assigned to meet the PAA.

1.3.3. Backup Aerospace Vehicle Authorized (BAA): Aircraft authorized over and above the PAA to allow for scheduled and unscheduled depot level maintenance, modifications, inspections and repairs, and certain other mitigating circumstances without reduction of aircraft available for the assigned mission. Other mitigating circumstances may include specialized maintenance requirements, medium-duration home-station modifications, and unique squadron sizing and location.

1.3.4. Backup Aerospace Vehicle Inventory (BAI): Aircraft assigned to meet the BAA.

1.3.5. Attrition Reserve (AR): Aircraft required to replace anticipated losses of PAI due to peacetime accidents or wartime attrition. Also includes aircraft stored or on the ramp which are planned for return to the operating forces in the event of mobilization, replacement, or reconstitution.

1.3.6. Total Active Aerospace Vehicle Inventory (TAI): Total of all active aircraft, determined by adding PAI + BAI + AR.

1.4. Purpose Identifier Code (PIC): Two-letter code that identifies a specific use or mission for an aerospace vehicle. See [Attachment 3](#) for assignment PICs.

1.5. Mission Design Series (MDS): Refers to the system of identifying various weapon systems as described in DoD Manual 4120.15-L, *Model Designation of Military Aerospace Vehicles*. For example, an F-22A is a fighter (mission), designated 22 (design), and the first, or “A” in the series. AFI 16-401(I), *Designating and Naming Defense Military Aerospace Vehicles*, contains the procedures for requesting/changing an MDS.

1.5.1. Mission Assignment Series (MAS): Refers to a Mission Design Series-like code utilized for Mine Resistant Ambush Protected Family of Vehicles. MRAPs are named as part of the Army’s ground vehicle nomenclature. This MAS code enables MRAPs to utilize complex aircraft maintenance data collection systems and processes without being renamed.

1.6. Program Element Code (PEC): A code representing the aggregations of organizational entities and resources needed to perform a specific activity/assigned mission.

1.7. Weapons System Code (WSC): Refers to a combination of one or more weapons with all related equipment, materials, services, personnel, and means of delivery and deployment (if applicable) required for self-sufficiency.

1.8. Migration Plan: Migration planning is an integral part of life cycle planning as an element of inventory management of AF assets and addresses reclamation and disposal. The Weapon System Program Manager (PM) documents an assessment of when the initial Migration Plan is due in accordance with AFI 63/20-101. Generally, this would be when retirements of the weapon system are scheduled in the Future Years Defense Program (FYDP). The Migration Plan is developed by the PM and identifies the current and programmed force structure throughout the FYDP, the current and programmed divestiture of all aerospace vehicles throughout the FYDP (MDS changes, conversion to trainers, 309 Aerospace Maintenance and Regeneration Group (AMARG) inductions, Foreign Military Sales (FMS), Security Assistance Program (SAP), transfers to other services or DoD agencies, donations to the NMUSAF etc.), and a summary of the inventory of 309 AMARG stored aerospace vehicles detailing their current and programmed status throughout the FYDP, as applicable. As aerospace vehicles are retired, the Migration Plan is used to determine present and future requirements to support the remaining inventory.

1.9. Air Force Form 913, *Aerospace Vehicle Project Action*: Used to provide aerospace vehicle assignment, transfer or termination authorization and instructions applicable to gaining and losing commands, system PMs and/or government contractors.

Section B— Guidance

2. General Programming Background:

2.1. Force programming is an iterative process assigning and balancing current and projected weapon systems against requirements.

2.1.1. The requirements process determines the resources required to match our strategy. The Air Force develops, acquires, and maintains weapon systems based on an identified mission requirement. Strategic planning, using the Joint Strategic Planning System

(JSPS), evaluates the threat, assesses existing capabilities, identifies deficiencies, examines alternatives, and provides recommendations on needed forces. The Core Function Lead Integrators (CFLIs)/MAJCOMs identify, state, and validate operational, test and test support needs for their assigned mission areas. HAF may also identify, state, and validate operational, test and test support needs in Air Force-wide situations.

2.1.2. The basic force structure is derived from *Guidance for the Development of the Force* (GDF), *Joint Programming Guidance* (JPG), *Defense Planning Guidance* (DPG), *Strategic Planning Guidance* (SPG), *Planning and Programming Update Guidance* (PPUG), plus the necessary training, test, test support, backup and attrition reserve to sustain that force. HAF Mission Panels (e.g., Global Mobility, Air Superiority, etc.) match resources to the stated requirements. They then balance complementary systems (e.g., F-22 and F-15, C-17 and C-5) based upon mission requirements, weapon system availability and service life, and acquisition programs.

2.1.3. Force Programmers match system capabilities with wartime and peacetime mission requirements. The programmers then balance test, test support, training, and attrition needs to support their weapon systems. This balance changes throughout the life cycle of an individual system. A new MDS will initially be tested to determine system capabilities and limitations, and to begin tactics development. Differing acquisition strategies may require different initial distributions of aerospace vehicles. USAF Programmers, the Program Manager and Lead MAJCOM Planners must engage early in the effort to affect the most appropriate MDS programming strategy. As the system enters the operational phase, test authorizations may typically give way to a higher percentage of training authorizations needed to train aircrew and support personnel. Gradually as the system enters the operational phase, test authorizations give way to a higher percentage of training authorizations needed to train aircrew and support personnel. Gradually, the operational authorizations acquire the majority of the resources. Some authorizations may be required for sustainment and developmental test support through the life cycle of an MDS

2.1.4. The number of aerospace vehicles assigned as BAI and AR is cyclical based on system life cycle. Initially each unit will receive its full PAA and BAA allowance. At the start of production, AR resources are available through the production line, negating the requirement to stock additional aircraft above PAA and BAA at operational units. As the production line terminates, sufficient airframes must be procured to sustain the force structure through its forecast life. These AR aerospace vehicles are distributed to operational, test, test support, and training units to evenly spread life cycle fatigue and ensure all aerospace vehicles receive periodic system upgrades and modifications. As a system nears the end of its life cycle, AR will fade to zero. Finally, programmatic actions balance remaining airframes to unit requirements, ultimately resulting in unit conversions to follow-on weapon systems.

3. Force Programming Policies and Guidelines:

3.1. The US Air Force aerospace vehicle inventory has two major categories—active and inactive. HAF Force Programmers determine the authorizations and AF/A8PB assigns active aerospace vehicles, via AF Form 913, to commands for Air Force operational, support,

training, test missions, and to the inactive inventory for other than operational mission requirements.

3.1.1. HAF Force Programming OPR by vehicle type:

3.1.1.1. AF/A1X-P&T: Trainer and Glider (T-6, T-38, all gliders, TH-1H)

3.1.1.2. AF/A8PC: Fighter, Conventional Bomber, and Attack aircraft (F-15, F-16, F-22, F-35, B-1, A-10, EC-130H)

3.1.1.3. AF/A8PI: Specialty aircraft (E-3, E-4, E-8), and RPA (MQ-1, RQ-4, MQ-9) and GCS family of associated systems (e.g. MD-1 for MQ-9)

3.1.1.4. A8PM: Mobility aircraft, Special Operations aircraft and Personnel Recovery aircraft

3.1.1.5. A8PN: Nuclear Capable Bombers (B-52, B-2), UH-1N, and Missiles (AGM-86, AGM-129, LGM-30)

3.1.1.6. A8PS: Space vehicles—Boosters (EELV, Delta, etc.), Satellites/Upper Stages (AEHF, WGS, GPS, etc.)

3.1.1.7. AF/TER: RDT&E aircraft

3.1.1.8. SAF/AQPW: Drone aircraft (QF-4, QF-16)

3.1.1.9. A4/7PY: Mine Resistant Ambush Protected (MRAP) Family of Vehicles (Cougars, Maxx Pros, etc)

3.2. Programming responsibilities include determining the number of PAA, BAA, and AR assigned per MAJCOM, base and unit, the Program Element Code (PEC) used to fund the aerospace vehicle, and the designation of the Purpose Identifier Code (PIC) for which an aerospace vehicle is assigned. Drone aircraft are not managed using PAA, BAA, and AR.

3.3. The *Force Structure Worksheet* (FSW) reflects the allocation, assignment, mission, and PEC of all active aerospace vehicles in the inventory. Active inventory totals permitting, PAI will be equal to PAA. The FSW is located on the SIPRNET, using the AF Corporate Structure Suite Application:

<http://www.ccipl.hq.af.smil.mil/afcss/myfoldersview.cfm?ID=165>

3.4. If the inventory of active aerospace vehicles is more than needed to fill the PAA plus BAA, the excess becomes AR. If AR exceeds 10% of the total of PAA plus BAA, the HAF Force Programmer may consider storing the excess in 309 Aerospace Maintenance and Regeneration Group (AMARG). However, storage costs and regeneration times must be considered before choosing this option. NOTE: BAI vehicles supporting PAI depot maintenance requirements will have the same PIC and PEC as the PAI vehicles. HAF Force Programmers, in coordination with the Weapon System Program Manager (PM), can conduct a cost-benefit analysis to determine the feasibility of transferring excess AR aerospace vehicles to 309 AMARG for storage until needed. If the inventory is less than the PAA, the PAI will be less than PAA and there will be no BAI or AR.

3.5. HAF Force Programmers will use standardized terminology and PICs for programming, identifying, and reporting aerospace vehicles (**Attachments 2 and 3**).

3.5.1. Each aerospace vehicle authorization has a PIC that describes the predominant mission for which aircraft are assigned against that authorization. In general, all aerospace vehicles possessed by a squadron/unit will have the same PIC determined by the primary mission of that squadron (e.g., Combat, Training, Test, etc.). This situation may vary significantly for test and test support units. Inventory groupings by PICs are:

3.5.1.1. Primary Mission Aerospace Vehicle Inventory (PMAI): Aircraft assigned against a unit PAA for the performance of its wartime mission includes the following possible PICs: CC, CA and IF.

3.5.1.2. Primary Training Aerospace Vehicle Inventory (PTAI): Aircraft assigned against a training unit PAA primarily for technical and specialized training for crew personnel or leading to aircrew qualification. Includes the following possible PICs: TF.

3.5.1.3. Primary Development/Test Aerospace Vehicle Inventory (PDAI): Aircraft assigned against a test unit PAA primarily for testing of the aircraft or its components for purposes of research, development, test and evaluation, operational test and evaluation, or support for testing programs. Includes the following possible PICs: EI, CB, and EH.

3.5.1.4. Primary Other Aerospace Vehicle Inventory (POAI): Aircraft required for special missions not elsewhere classified. Includes the following possible PICs: CF, ZA and ZB.

3.6. HAF Force Programmers will program active aerospace vehicles (PAA, BAA, and AR) pursuant to the guidelines below. These determining factors and the resultant authorizations will be reevaluated during each annual budget cycle to ensure they continue to meet mission requirements. HAF Force Programmers will coordinate with AFRC and ANG before determining authorizations affecting those components.

3.6.1. Primary Aerospace Vehicle Authorization (PAA). Program for sufficient numbers of PAA based upon validated CFLI/MAJCOM needs and fiscal guidance (See paragraph 2.1). Unit size is a function of mission effectiveness, span-of-control, facility size and availability, airfield capacity (both peacetime operations and deployment throughput), total projected PAA, and Active and Reserve Component mix. For MDSs comprised of different blocks (e.g., different engines, avionics capabilities, etc.), efforts should be made to regionalize these assets to standardize capabilities, ease maintenance, and minimize cost.

3.6.2. Backup Aerospace Vehicle Authorization (BAA). Program for sufficient numbers of BAA to allow for scheduled and unscheduled depot level maintenance, modifications, inspections and repairs, and certain other mitigating circumstances, without reduction of aerospace vehicles available for the assigned mission. Other mitigating circumstances may include specialized maintenance requirements, medium-duration home-station modifications, and unique squadron sizing and location. Typically, each unit will have at least 1 BAA.

3.6.3. Attrition Reserve (AR). AR is calculated based upon the number of PAA multiplied by the forecast (or historical) peacetime attrition rate to find the notional number of aircraft lost each year. That number is then multiplied over the expected

service life of the weapon system to determine the required AR. Initially, programmers will flow new production aircraft directly to fill unit PAA and BAA requirements. As new production nears completion, aircraft delivered above PAA and BAA requirements will be distributed by MAJCOM to all operational and training units to hold as AR. Programmers must monitor actual attrition to update the projected force structure.

3.7. PIC Specifics. HAF Force Programmers will follow the general guidelines (below) for programming forces based upon the PIC for the unit of assignment.

3.7.1. Mission Aircraft. Program PAA as follows (plus the appropriate number of Backup and Attrition Reserve as specified above):

3.7.1.1. Combat (CC-coded):

3.7.1.1.1. Establish a total force mix of the required number of aerospace vehicles for air superiority, interdiction, close air support, long range and deep attack aircraft aerospace vehicles to satisfy requirements as directed in GDF, JPG, DPG, PPUG, SPG, Congressional language and to meet the current force planning construct with an acceptable level of risk.

3.7.1.1.2. Program sufficient number of aerospace vehicles to support the approved Air Defense requirement.

3.7.1.1.3. Program sufficient CC-coded bombers to provide the approved number of deployable aircraft.

3.7.1.1.4. Special Operations Forces (SOF) – Program according to AF SOF Master Plan to support Combatant Commander (CCDR) requirements as approved by the Air Force Council.

3.7.1.2. Combat Support (CA and IF-coded):

3.7.1.2.1. Establish a total force mix of the required number of aerospace vehicles for strategic airlift, tactical airlift, aerial refueling, C4ISR, and operational support aerospace vehicles to satisfy requirements as directed in GDF, JPG, DPG, PPUG, SPG, Congressional language and to meet the current force planning construct with an acceptable level of risk.

3.7.1.2.2. Combat Search and Rescue – Sufficient assets according to Rescue Force Structure Plan as approved by the Air Force Council to support CCDCR requirements as directed in GDF, JPG, DPG, PPUG, SPG, Congressional language and to meet the current force planning construct with an acceptable level of risk.

3.7.2. Training Aircraft (TF). Training aerospace vehicle requirements are determined by the annual number of students to train, the number of syllabus sorties required to train each student, and the sustainable aircraft utilization (UTE) rate. The student requirements are determined from a combination of new aircrews, re-qualification training for re-entering aircrews (e.g., from staff assignments, other type aircraft), other military service requirements, students in the Foreign Military Sales (FMS) program, and ANG and AFRC requirements. This category includes Undergraduate Flight Training assets (e.g., T-6, T-38), Follow-on Training, Formal Training Unit aircraft (e.g., F-16s assigned to AETC at Luke AFB, AZ) and Advanced Training Unit aircraft (e.g., 57 WG

aircraft used for the Weapons School). HAF Force Programmers will validate MAJCOM training aircraft requirements during each budget cycle and program sufficient TF-coded PAA (plus the appropriate number of Backup and Attrition Reserve aircraft as specified above) to support AETC and MAJCOM programmed flying training requirements. The exact percentage of TF to CC/CA-coded aircraft will vary by weapon system type and projected training load.

3.7.3. Test and Test Support Aircraft (CB, EI, EH). Test aerospace vehicle programs support two broad categories: Developmental, Test, and Evaluation (DT&E) and Operational Test, and Evaluation (OT&E). DT&E is developmental testing for new weapon systems, follow-on testing on modifications to weapon systems, and assessing hardware and/or software specifications. OT&E entails operational testing of software and hardware designs to ascertain their acceptability in their operationally defined environment, and impacts of new or developing capabilities on employment doctrines. Weapon System PMs determine the number of each type of aerospace vehicle needed to accomplish ground, flight, and structural testing, as well as initial OT&E, according to the Test and Evaluation Master Plan (TEMP). Likewise, the Air Force Operational Test and Evaluation Center (AFOTEC) and CFLI/MAJCOMs determine aerospace vehicles required to accomplish follow-on OT&E requirements as specified by the using commands. Some DT&E aerospace vehicles have unique modifications preventing them from returning to the operational fleet. HAF Force Programmers will validate test requirements during each budget cycle and program test aircraft as follows.

3.7.3.1. DT&E Aerospace Vehicle. Program an appropriate number of initial production aerospace vehicles to accomplish developmental testing of a new weapon system. AFMC, the PM, and the appropriate contractor will determine the number of aerospace vehicle required for initial and follow-on DT&E. Program an appropriate number of follow-on DT&E aerospace vehicles to accomplish DT&E on modifications to weapon systems. HAF Force Programmers will receive DT&E aerospace vehicle changes for follow-on test requirements from AFMC/A3 and will coordinate the appropriate number of EH and EI test aerospace vehicles per weapon system with AF/TER

3.7.3.2. OT&E Aerospace vehicles. Program an appropriate number of aerospace vehicles for weapons system testing. Lead MAJCOM, in coordination with OT MDS Program Offices, will determine the number of aerospace vehicles required to be CB-coded. NOTE: DT and OT agencies will coordinate new/changed requirements and receive concurrence for the additional test aerospace vehicles through the Lead MAJCOM for an MDS prior to submitting aerospace vehicle POM inputs or Program Change Requests (PCRs) to HAF.

3.7.3.3. HQ AFMC/A3, MAJCOM FMC/DO and MAJCOM A8s will determine test and test support PAA and flying hour authorizations according to the TEMP, validated test program requirements, and fiscal reality.

3.7.4. Other Aircraft (CF, ZA, ZB). Program PAA as necessary to meet the MAJCOM validated mission requirements for other Operational Support and Special missions (e.g., missile field operational support, Presidential support, and priority personnel airlift support).

3.7.5. Strategic Missile Weapon Systems. Strategic Intercontinental Ballistic Missile (ICBM) PAA are missiles on alert, modified alert, or off-alert status. ICBM BAI includes test assets, aging and surveillance assets, and pipeline spare assets.

3.8. Inactive Inventory. AF/A8PB, in conjunction with HAF Force Programmers, assigns aerospace vehicles to the inactive inventory when not required for operational mission requirements. AF/A8PB will coordinate with the corresponding AF Force Programmer; AF/A5RC or AF/A5RM, as appropriate; AF/A4LY; SAF/IARW (FMS only); SAF/AQPW (drones only); AFMC Weapon System PM; and the CFLI/lead command prior to reassignment to the inactive inventory. These requirements include, but are not limited to, ground instructional training aircraft, storage for future use (to include parts), FMS/SAP, lease/loan, bailment, reclamation, and test aerospace vehicles. Once the action has been coordinated, AF/A8PB will assign the appropriate PEC and PIC. Typical PICs are listed below and are defined in column 2 of the Purpose Identifier Code table in [Attachment 3](#).

3.8.1. Storage (XS, XV, XX, XD)

3.8.2. Storage for FMS/SAP (XT)

3.8.3. Lease/loan (XY, NY)

3.8.4. Contractor test, test support, proto-type test and ground test (EB, ED, EJ)

3.8.5. Permanently grounded (cannot practically return to flyable condition) (TX, TA)

3.8.6. Bailment (EB, ED, VN, XU)

3.9. Damaged Aerospace Vehicles. Damaged aerospace vehicles are those with structural or material damage from any means (e.g., crash landing, fire damage, battle damage, ground handling accident, wear and tear, etc.). Damaged aerospace vehicles will be returned to a serviceable condition when evaluation indicates repair is operationally warranted, feasible, practical and economical. The aerospace vehicle should be returned to service at least 24 months prior to scheduled phase out. If cost of repair (excluding engine costs and/or Programmed Depot Maintenance over-and-above costs) exceeds Class A Mishap cost threshold as defined in AFI 91-204, *Safety Investigations and Reports*, Weapon System PM will submit a disposition recommendation (see paragraph 5.8.12) to AF/A8 for final decision. For a retirement decision, AF/A8P will be the final approval authority. The recommendation will be coordinated by the PM through the Program Executive Office (PEO), receive using and lead MAJCOM/A3 concurrence and then be coordinated through the PM's HQ MAJCOM/CV (AFMC/AFSPC) prior to submission to HAF. For repair costs below Class A Mishap cost threshold, the PM is the repair decision authority. Recommendation packages should be submitted to HAF no later than 90 days after damage occurs.

3.9.1. Reporting of Damaged Aerospace Vehicles. Inventory and status reporting on damaged aerospace vehicles undergoing disposition decision will be in accordance with AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

3.9.2. Crash-damaged aerospace vehicles determined to be a total loss by the assigned maintenance group commander in coordination with the Weapon System PM will be terminated from the inventory in accordance with procedures in AFI 21-103. If disposal action is required, the command of aircraft assignment will fund disposal cost. Funding

responsibilities for aircraft on loan between MAJCOMs should be addressed in lease/loan agreements.

Section C—Fleet Management Procedures and Responsibilities

4. Fleet Management Procedures:

4.1. The following aerospace vehicle inventory changes or additions require HAF approval:

- 4.1.1. Assigned command changes.
- 4.1.2. Assigned purpose identifier code changes.
- 4.1.3. Assigned program element code changes.
- 4.1.4. Reclamation and/or disposal of excess aerospace vehicles.
- 4.1.5. Damaged aerospace vehicle disposition decisions exceeding established cost threshold (see paragraphs 3.9 and 5.8.12).

4.2. Change or addition requests will be entered on the Aircraft Disposition Website (<https://www.acdisposition.hq.af.mil>) by the losing MAJCOM Aerospace Vehicle Distribution Officer (AVDO). The gaining and losing MAJCOM AVDOs will coordinate applicable PECs and PICs for assigned command transfers prior to the losing MAJCOM AVDO entering the request on the aircraft disposition website. Once entered, AF/A8PB will take action to approve or disapprove the request. Approved requests are documented on an AF Form 913, *Aerospace Vehicle Project Action*.

4.2.1. Active to active inventory changes: If the action is programmed and reflected in the AF Program Database or is the result of an approved Program Change Request (PCR), AF/A8PB will obtain documented coordination from the AF Force Programmer, lead command, Weapon System PM, and other offices as required.

4.2.2. Active to inactive and inactive to active inventory changes: If the action is programmed and reflected in the AF Program Database or the result of an approved PCR, AF/A8PB will obtain documented coordination from the AF Force Programmer, AF/A4LY, AF/A5RC or AF/A5RM, SAF/IARW (for potential FMS aircraft only), AF/A1X-P&T (training aircraft only), AF/TER (RDT&E aircraft only), SAF/AQPW (drones only), the Weapon System Program Office, the lead command, and other offices as required.

4.2.3. AF/A8PB is the approval authority for all programmed actions and for unprogrammed actions involving the inactive inventory. AF/A8P is the approval authority for all unprogrammed actions for the active inventory with the exception of repair recommendations described in paragraph 3.9. If an unprogrammed request is approved, a programming action will be required by the appropriate AF Force Programmer to correct the AF Program Database.

4.2.4. All disposition changes to aircraft and missiles subject to New Strategic Arms Reduction Treaty or other applicable arms control treaty require coordination with AF/A5XP. Missiles will be transferred and terminated in accordance with New Strategic Arms Reduction Treaty requirements. AFGSC, SMC Space Development and Test Wing, and Air Force Nuclear Weapons Center will manage excess assets.

4.3. Assignment Transfer Procedures:

4.3.1. AF/A8PB is responsible for coordinating, signing, and distributing approved AF Form 913s. AF/A8PB will distribute approved AF Form 913s to the AF AVDO, PM, 309 AMARG workflow (as required), the lead, gaining and losing MAJCOMs, and all organizations that provided coordination and/or require a copy. The AF AVDO implements vehicle allocation changes approved by HAF.

4.3.2. MAJCOM AVDOs will report projected reassignment of aerospace vehicles to the AF AVDO prior to, but not earlier than 30 days before the transfer. Upon this notification, AF AVDO will issue an assignment directive message to the losing and gaining MAJCOMs, the applicable Weapon System PM, and AFMC/A4U for further distribution within AFMC (to include Air Force Sustainment Center Logistics Division (AFSC/LOM) when applicable). At a minimum, the message will include: MDS, tail number(s) or Unique Item identifier, assigned Purpose Identification Code (PIC) and Program Element Code (PEC), losing MAJCOM, gaining MAJCOM, and effective transfer date. The losing and gaining activities will follow the reporting requirements in AFI 21-103, Equipment Inventory, Status and Utilization Reporting.

4.3.3. The MAJCOMs may issue transfer messages only after receipt of an approved AF Form 913 authorizing the transfer.

4.4. Change of Possession:

4.4.1. An Active Air Force command needing additional aerospace vehicles for short-term mission requirements (nine months or less) can obtain a "possession only" change from another Active Air Force Command. A request exceeding nine months requires assignment and possession changes. If extenuating circumstances exist, a waiver request may be submitted to AF/A8PB and adjudicated by AF/A8P for the duration of the requested loan ("possession only change") period. Lead command back-fills to O&M MAJCOMs for Programmed Depot Maintenance or depot level modification do not require a waiver and may exceed nine months. Reserve and Guard transfers to the Active Air Force must comply with Department of Defense Instruction (DODI) 1225.6, *Equipping the Reserve Forces*, and Title 10 U.S.C. §8062 notes as applicable, prior to the transfer (see paragraph 4.4.4). (Note: This paragraph does not apply to cruise missile (AGM-86 B/C/D and AGM-129) reporting.)

4.4.2. AFMC will assume assignment and possession of aerospace vehicles undergoing an MDS conversion at an AFMC depot or contractor facility. For aerospace vehicles transferring between MAJCOMs, AFMC will assume possession and the gaining command will assume assignment of an aerospace vehicle requiring depot maintenance or PDM immediately upon input at an AFMC depot or contractor facility.

4.4.3. A "possession only" change arranged by inter-command coordination is appropriate when the following conditions are met:

4.4.3.1. The assigned command, PIC, and assigned PEC remain unchanged.

4.4.3.2. The affected commands jointly arrange and agree on maintenance, logistical, and any other required support (e.g., an aircraft goes in for maintenance by a depot or

contract field team as a result of AFMC accepting repair responsibility pursuant to T.O 00-25-107, *Maintenance Assistance*).

4.4.3.3. Both commands comply with AFI 21-103 possession reporting requirements at the time of the actual change in possession.

4.4.4. For Air National Guard (ANG) or Air Force Reserve Command (AFRC) transfers of aircraft assignment or possession to the Active Air Force, a Memorandum of Agreement (MOA) will be entered into between the Chief of Staff of the Air Force, the Commander of the AFRC, and/or the Director of the ANG. The supported MAJCOM will draft the MOA. The signed MOA will be provided to Congress, prior to transferring aircraft assignment or possession from the Air Reserve Component (ARC) to the Active AF, in accordance with Title 10 U.S.C. §8062 notes, *Requirements for Transferring Aircraft Within the Air Force Inventory*.

4.4.4.1. AF/A8PB will issue an annual data call to each MAJCOM during the third quarter of the fiscal year, requesting submission of coordinated MOA drafts between affected ARC component(s) and the Active AF MAJCOM(s) for all aircraft transfers scheduled to occur during the upcoming fiscal year between the ARC and the Active AF for which MOAs are required. The Supported MAJCOM's Directorate with force structure responsibility will initiate and submit the proposed MOA. The proposed MOAs will be coordinated between and approved by the affected MAJCOM(s), AFRC and/or the ANG, SAF/MR, and must address all requirements mandated by the law. Use the MOA template found in [Attachment 8](#).

4.4.4.1.1. AF/A8PB will staff proposed MOAs for final coordination and approval. Final approval will be by the Chief of Staff of the Air Force, the Commander of the AFRC and/or the Director of the ANG, or as otherwise delegated. Subsequently, for transfers in excess of 90 days, approved MOAs will be forwarded to the Office of the Assistant Secretary of Defense Reserve Affairs in accordance with DODI 1225.6, and then onward to the Congressional Defense Committees. Upon Congressional notification, AF/A8PB will notify affected parties of approval to proceed with the transfer.

4.4.4.2. In conjunction with the annual data call, approved MOAs from previous fiscal years will be reviewed by the parties. Agreements will be renewed and/or amended as required by the affected parties. MOAs for transfers that have been completed and identified as no longer required will be archived by AF/A8PB.

4.4.4.3. Out-of-cycle transfers, identified after the annual data call has closed out, still require an approved MOA between the affected parties listed in paragraph 4.4.4.1.1. The supported (gaining) MAJCOM's Directorate with force structure responsibility will submit a coordinated draft MOA to AF/A8PB as soon as possible after the need is known. Transfer of aircraft is not authorized until Congressional notification has been accomplished.

4.4.4.4. MOAs are not required for the following types of transfers, and as adjudicated by AF/A8PB:

4.4.4.4.1. Routine temporary transfers of possession solely for the benefit of the ARC (e.g., depot maintenance, modifications, or test and evaluation efforts).

4.4.4.4.2. Mutually beneficial collective flying arrangements between the ARC and Active AF (e.g., multi-use flying arrangements).

4.4.4.4.3. Transfers terminating an ARC's equitable interest for which Congressional notification or approval has already been given and captured in the President's Budget (e.g., programmed actions including aircraft retirements).

4.4.4.5. Transfers requiring MOAs will not occur until the Congressional Defense Committees have been provided finalized copies of the relevant MOAs.

4.5. Redistribution and Termination of Excess Aerospace Vehicles. The possessing assigned MAJCOM's AVDO will report to AF/A8PB excess aerospace vehicles requiring disposition by MDS, tail number or Unique Item Identifier, and date it will become excess. Excess aerospace vehicles will be reported on the Aircraft Disposition website (<https://www.acdisposition.hq.af.mil/>) using the "New Disposition" tab (**Attachment 4**).

4.5.1. The Lead Command AVDO and Weapon System PM will assist AF/A8PB, as required, to identify and prioritize all known and potential AF requirements. Once all requirements have been identified, AF/A8PB will determine the disposition of the excess aerospace vehicle and issue disposition instructions on AF Form 913.

4.5.2. Excess Aerospace vehicles to include Ground Instructional Training Aids and Training Aid Aircraft will be screened in accordance with DoD 4160.21-M, *Defense Material Disposition Manual*. For screening purposes excess aerospace vehicles fall into three categories.

4.5.2.1. The priority for category A (authorized for sale and exchange for commercial use resalable) and category B (used for ground instructional and static display purposes and identified as ground use only) aerospace vehicles will be:

4.5.2.1.1. Issue to another military service as complete aerospace vehicles for operational requirements.

4.5.2.1.2. Issue to another DoD activity (includes Civil Air Patrol) as complete aerospace vehicles.

4.5.2.1.3. Use for parts reclamation to satisfy DoD supply system needs with the needs of the owning Military service taking precedence.

4.5.2.1.4. National Museum of the United States Air Force (NMUSAF) for historical and static display.

4.5.2.1.5. Issue to Federal and State law enforcement activities Law Enforcement Support Office (LESO).

4.5.2.1.6. Issue for Security assistance needs.

4.5.2.1.7. Transfer to a Federal civil agency through GSA.

4.5.2.1.8. Donation to authorized recipients through GSA.

4.5.2.1.9. Defense Logistics Agency Disposition Services (DLA) for sale or disposal.

4.5.2.2. The priority for category C (having no commercial flight application based upon their military design characteristics) aerospace vehicles will be:

4.5.2.2.1. Replacement of flyable and operational Air Force aerospace vehicles. Mission support needs (i.e. spares support, ground instructional training aircraft, aircraft battle damage repair aircraft, test aircraft etc.)

4.5.2.2.2. National Museum of the United States Air Force (NMUSAF) for historical and static display. However, if there are known DoD operational requirements, the aerospace vehicle(s) will be transferred to fill the Service or DoD Agency requirement. This action will require AF/A8P approval.

4.5.2.2.3. Other Military Services and DoD Agencies.

4.5.2.2.4. Foreign Military Sales and Security Assistance Program.

4.5.2.2.5. Other Federal Government Agencies. Transfers are through the General Services Administration (GSA).

4.5.2.2.6. Defense Reutilization and Marketing Service for sale or disposal

Section D—Fleet Management Responsibilities

5. Fleet Management Responsibilities

5.1. AF/A8PB will:

5.1.1. Ensure all aerospace vehicles are assigned to the correct command, Program Element Code, and Purpose Identification Code.

5.1.2. Manage the inactive fleet.

5.1.3. Provide guidance for aerospace vehicles in storage. In coordination with HAF, the lead MAJCOM and Weapon System PMs ensure an adequate number of aerospace vehicles are available to meet Air Force requirements for potential recall to the active fleet, FMS/SAP, the Aerial Target Program (drones), future spare parts to support Air Force operational requirements, and other programs as required.

5.1.3.1. Several factors affect determination of aerospace vehicle dispositions. Consider parts reclamation potential to improve operational mission capability and replenish wholesale inventories, aerial target (drone) program potential, future DoD peacetime or wartime operational requirements, NMUSAF requirements, and FMS/SAP potential.

5.1.4. Coordinate with HAF Force Programmers , Lead MAJCOMs, AF/A5RC, AF/A5RM, AF/A4LY, AF/A4LM, SAF/IARW (FMS), SAF/AQQM, SAF/AQQU, SAF/AQPB, SAF/AQPF, SAF/AQPN, SAF/AQS, SAF/AQPW (drones only), AF/TER (RTD&E aerospace vehicles and drones) and the Weapon System PM to determine the appropriate storage category for aerospace vehicles that have been declared excess to AF operational needs. For aerospace vehicles inducted into storage, emphasis should be placed on reclaiming as soon as practical to alleviate spare part purchase requirements.

5.1.4.1. If it is determined that aerospace vehicles are excess to Air Force needs, screen them IAW this AFI and DoD 4160.21-M.

5.1.4.2. Once excess aerospace vehicles have been screened with DoD they become excess defense articles (EDA) and offered to FMS. If no one claims them, AF/A8PB will have the owning MAJCOM complete form SF 120, *Report of Excess Personal Property*. AF/A8PB will in turn submit the SF 120 to the General Services Administration (GSA) region 9. Once screening with GSA is complete and if they do not request the excess aerospace vehicle it will be turned over to DLA Disposition Services along with a GSA release letter.

5.1.4.2.1. Aircraft requiring demilitarization per the guidelines in DoD 4160.28M will not be transferred to GSA until demilitarization of the airframe, and removal of components requiring demilitarization, is complete. Losing unit will complete the checklist items found on the DLA Distribution Services Aircraft Turn-In Checklist (DRMS-I 4160.14). Further demilitarization requirements, as described in DoD 4160.28M (e.g., removal of components requiring demil, cuts to the airframe, demil of weapons pylons, etc.), and as required by the PM, are at no cost to the government per Title 10 USC § 2572 and will be funded by the gaining GSA recipient.

5.1.4.3. Screen aerospace vehicles as EDA prior to placing into 1000 XT (FMS) storage. Upon placement into 1000 XT storage and if an FMS case has been initiated no further screening is required. If after placement into 1000 XT storage the amount of time exceeds one year before an FMS case is initiated the aerospace vehicle(s) will be required to be screened again to ensure no DoD requirements have developed since their initial induction into 1000 XT storage.

5.1.5. AF/A8PB will develop an aerospace vehicle Disposition Plan for AF/A8P approval ([Attachment 6](#)) each fiscal year. It will include top level 309 AMARG inventory, planned aerospace vehicle dispositions, and costs associated with the inactive inventory management at 309 AMARG.

5.1.5.1. AF/A8PB will coordinate the Disposition Plan with HAF Force Programmers, AF/A5R, AF/A4L, AF/TER, SAF/IAR, SAF/AQP, SAF/AQS, and other organizations on the Air Staff, as necessary, for AF/A8P approval no later than 1 September each year. The AF Strike Board and Migration Plan will be the primary sources for the development of the Disposition Plan.

5.1.6. Approve and issue transfer or status change instructions and authorizations on AF Form 913 for all aerospace vehicles. Disposition instructions will be comprehensive and fully outline all requirements, especially for aerospace vehicles that will be terminated from the Air Force. If the AF Form 913 directs assignment to a reclamation project, AFSC/LOM will coordinate with the Weapon System PM to determine whether a reclamation project will be performed per AFMCI 23-111, Reclamation of Air Force Property.

5.1.6.1. For reclamation and disposal of 309 AMARG-stored aerospace vehicles, AFMC/AVDO will initiate the PIC change to XX or XD and request AF/A8PB to issue a reclamation-type project action. Reclamation-type actions will be coordinated with the AF Force Programmer, Lead MAJCOM, AF/A4LY, SAF/IARW (for aerospace vehicles in 1000 XT storage only), SAF/AQPW (drones only), AF/TER (RDT&E aerospace vehicles and drones only) and the appropriate Weapon System

PM. NOTE: All aerospace vehicles transferring into 4000 storage with an XX purpose identifier code will be put into reclamation with reclamation project action directed on an AF Form 913.

5.1.7. Provide an 8-digit project number ([Attachment 5](#)) for each AF Form 913 issued.

5.1.8. Is responsible for the management of the Weapon System PM developed Migration Plan.

5.1.8.1. A Migration Plan is required for all aerospace vehicles programmed for retirement from the active aerospace vehicle inventory. This includes transfers to inactive status for contractor test/test support, ground trainers, NMUSAF, FMS/SAP, and transfers to other military services or DoD agencies. It also addresses aerospace vehicles currently in storage, identified for reclamation or disposal, or otherwise meets the definition in paragraph 1.8 of this AFI. Migration Plans will cover the current year through the FYDP.

5.1.8.2. Send the Migration Plan “Call Letter” to AFMC/A4 no later than 1 February each year. The Call Letter will include the Migration Planning Guide with detailed instructions/templates and requirements for completing the Migration Plan.

5.1.8.3. In coordination with the HAF Force Programmers, develop a list of programmed retirements for all aerospace vehicles through the FYDP. Review and consolidate the data for inclusion in the annual Migration Plan Call Letter.

5.1.8.4. In coordination with SAF/IARW, analyze aerospace vehicles currently set aside for FMS/SAP and projected requirements through the FYDP. Review and consolidate the data for inclusion in the annual Migration Plan Call Letter. Take action to determine the disposition of aerospace vehicles no longer required to support FMS/SAP.

5.1.8.5. During the annual Migration Plan review, use the Weapon System PM-produced vehicle condition report to conduct an analysis to determine the optimum number of aerospace vehicles in 2000 and 4000 storage. The emphasis should be placed on reclaiming aerospace vehicles as soon as possible to alleviate spare part purchase requirements. Once the aerospace vehicle has been reclaimed, it is either disposed of on a disposal project or remains in Reclamation Insurance Type (RIT) for potential future parts removal.

5.1.8.6. Obtain Air Staff coordination from AF/A4L, AF/A5R, AF/TER, SAF/AQP, SAF/AQQ, SAF/AQI, SAF/IAR, SAF/AQS, and AF/A8P approval of Migration Plan no later than 15 May each year.

5.1.8.7. Distribute the approved Migration Plan to the Air Staff, AFMC/A4, AFSC/LOM, OC-ALC engine manager workflow box, and the 309 AMARG no later than 15 May each year.

5.1.8.8. A semi-annual review of the current fiscal year Migration Plan update when received from AFMC/A4US (updates are due no later than the end of the first week of November). Forward updates, as required, to the HAF Force Programmers, AF/A5RC, AF/A5RM, AF/TER (RDT&E and drones only), SAF/IARW (FMS only), and SAF/AQPW (drones only).

5.1.9. Organize and chair the Air Force Strike Board. The Strike Board will be held semiannually. The Air Force Strike Board is a strategic tool supporting execution of the AF Migration Plan. The Strike Board is co-hosted by AF/A8PB, AFMC/A4US, and 309 AMARG and is designed to allow the System Program Offices (SPO) and MAJCOM Aerospace Vehicle Disposition Officers (AVDO) to brief Air Force retirements occurring throughout the FYDP. Additionally, the Strike Board provides a forum for discussion of other outstanding issues to include scheduling of aircraft inductions into AMARG, changes to storage types, reclamation and disposal. As a minimum, it will address requirements for aerospace vehicles retiring and those currently in storage, National Museum USAF (NMUSAF) requirements, FMS/SAP requirements, and other dispositions as appropriate. The Strike Board will serve as the final vetting forum and approval authority for the disposition of excess aerospace vehicles and the results will be reflected in the Migration Plan. Additional key attendees include AF/A4LY, AF/A4LM, SAF/IARW, AFMC Engine Manager, NMUSAF. Other Invitees include the following: Navy, General Services Administration (GSA), Defense Security Cooperation Agency (DSCA), and DLA Law Enforcement Support Office (LESO), DLA Disposition Services.

5.1.10. Track aerospace vehicle retirements, ensuring they are in compliance with FY programming. Any retirements in excess of or below what is programmed must be approved by AF/A8P and the program corrected by the appropriate Force Programmer.

5.1.11. File all aerospace vehicle disposition requests, approved AF Form 913s, and all coordination and correspondence for each disposition as appropriate.

5.1.12. Provide AF/A8P a roll-up of aerospace vehicle disposition actions for the previous fiscal year no later than 15 October each year.

5.1.13. Distribute aerospace vehicle termination messages to the appropriate divisions in AF/A8P (see paragraph 3.1. of this AFI), AF/A8PE, AF/A4LY, AF/A5RC or AF/A5RM, AF/A1MT (training aircraft only), AF/TER (RDT&E aircraft only), and SAF/AQPW (drones only).

5.1.14. AF/A8PB, with coordination from HAF Force Programmers, AF/A4LY, AF/A5RC/A5M, SAF/IARW (FMS), SAF/AQPW (drones only), AF/TER (RDT&E aircraft and drones only), Commands, and Weapon System PMs will:

5.1.15. Initiate and issue AF Form 913, Aerospace Vehicle Project Action, to assign aerospace vehicles as appropriate. Actions should normally be completed within 30 days. GSA screening will add at least 60 days to the process.

5.1.16. Approve and authorize active PICs, PECs, and changes to these codes.

5.1.17. Screens aerospace vehicles not at AMARG and excess to AF operational needs giving priority IAW this AFI and DoD 4160.21-M. For aircraft at AMARG, AMARG will conduct final GSA screening. If an aircraft is selected for transfer from AMARG as a result of the GSA screening, AMARG AVDO will submit the request to the AFMC AVDO and the AFMC AVDO will request a project action from AF/A8PB to document the transfer.

5.1.18. Notify affected HAF Force Programmers of each aerospace vehicle termination message received.

5.1.19. Manage the aircraft disposition website (<https://www.acdisposition.hq.af.mil/>).

5.1.20. Obtain HAF coordination from AF/A4/7, AF/A3/5, SAF/AQ, AF/A8P, and others, as required, and AF/A8 decision for aerospace vehicle repair recommendation packages.

5.1.21. Distribute and archive decisions on aerospace vehicle repair recommendations to affected parties.

5.2. HAF Force Programmers will:

5.2.1. Advise AF/A8PB of the number of aerospace vehicles and timeframe they will become excess to operational requirements.

5.2.2. Coordinate on the Weapon System PM-developed annual Migration Plan.

5.2.3. Coordinate on AF/A8PB-developed Disposition Plans and aerospace vehicle disposition packages.

5.2.4. Review guidance and directives (GDF, JPG, DPG, PPUG, SPG,) pertaining to their weapon systems for changes.

5.2.5. Provide programmed aerospace vehicle retirements to AF/A8PB as required.

5.2.6. Ensure the AF Program Database-produced Force Tabs accurately reflect the program of record. Corrections to the Force Tabs must be approved by AF Corporate Structure through a Program Change Request (PCR) or Zero Balance Transfer (ZBT) PCR. Changes to the Database will be implemented by the Force Programmer and AF/A8PE with an approved Resource Allocation Programming Information Decision System (RAPIDS) slide. Notify AF/A8PB and AF/A8PE, and affected MAJCOM Force Structure when PCRs outcomes are determined.

5.2.7. Ensure the MAJCOMs adhere to the program of record and all transfers and retirements are in place no later than the last day of each fiscal year or other dates as directed by AF/A8P.

5.2.8. Coordinate on aerospace vehicle repair/retire recommendation packages.

5.3. AF/A4LY will:

5.3.1. Serve as AF/A4L focal point for the Air Force Reclamation Program and all reclamation issues.

5.3.2. Coordinate with the Air Force Disposal and Reclamation Program Manager, AFSC/LOM, on programmed and unprogrammed reclamation project efforts.

5.3.3. Coordinate on the Weapon System PM-developed annual Migration Plan.

5.3.4. Coordinate on AF/A8PB-developed Disposition Plans and aerospace vehicle disposition packages.

5.3.5. Coordinate requests from the Weapon System PM for removal of parts to satisfy operational mission needs from aerospace vehicles in 1000 storage, purpose identifier codes XS and XT. Coordination for XS will be with the AF Force Programmer, AF/A8P, and SAF/AQP (drones only) prior to A4L approval ([Attachment 7](#)). For XT stored

aerospace vehicles, the Weapon System PM is required to obtain coordination from AF/A4LY, AF/A8PB, and SAF/IARW.

5.3.6. Coordinate on aerospace vehicle repair/retire recommendation packages.

5.4. SAF/IARW will:

5.4.1. Coordinate on the Weapon System PM-developed annual Migration Plan.

5.4.2. Identify requirements for FMS/SAP aerospace vehicles to AF/A8PB.

5.4.3. Perform an annual review of FMS/SAP stored aerospace vehicles for future requirements, with the objective to have AF/A8PB re-categorize the aerospace vehicles to another storage category if the FMS/SAP market no longer needs them.

5.4.4. Coordinate on AF/A8PB-developed Disposition Plans and aerospace vehicle disposition packages.

5.4.5. Coordinate on Weapon System PM request for removal of parts from aerospace vehicles in 1000 XT storage.

5.5. SAF/IAPX will:

5.5.1. Pursuant to AFMAN 16-101, *International Affairs and Security Assistance Management*, Attachment 11, note 5, coordinate with AF/A8PB on all cases or leases involving aircraft. Provide the case number to AF/A8PB of all approved FMS transfers to foreign governments for inclusion on the AF Form 913 authorizing the transfer.

5.6. MAJCOM AVDO will:

5.6.1. Enter aerospace vehicle disposition/transfer requests on the AF/A8PB aircraft disposition website (<https://www.acdisposition.hq.af.mil/>) for aerospace vehicles assigned to their command (**Attachment 4**). The AFMC AVDO will enter aerospace vehicle disposition/transfer requests for 309 AMARG assigned aerospace vehicles.

5.6.2. Pre-coordinate all draft AF 913 requests within their command and with other intersecting agencies. Disseminate all approved AF Form 913s within their command and other intersecting agencies.

5.6.3. Contact AF AVDO when an aerospace vehicle transfer or assignment directive will take longer than 30 days or the transfer cannot meet the assignment instruction.

5.6.4. Ensure the organization delivering the aerospace vehicle coordinates the delivery date with 309 AMARG/OBW and the 309 AMARG AVDO a minimum of seven days before arrival to 309 AMARG.

5.6.5. Complete form SF 120 template for excess aerospace vehicles as directed by AF/A8PB.

5.7. AFMC/A4 will:

5.7.1. Receive quarterly report of AMARG inventory and distribute to AF/A8PB and AF/A4LY.

5.7.2. Distribute the annual Migration Plan call message to all Weapon System PMs when received from AF/A8PB. Consolidate all completed Migration Plans and return to AF/A8PB no later than 6 weeks after the call letter is sent out each year (approx Feb-Mar

timeframe). Review for accuracy and ensure required information is included in the standardized format as outlined in the Migration Plan Guide provided in the call message, before forwarding.

5.7.3. Consolidate Migration Plan semi-annual update and forward to AF/A8PB no later than the seventh day of November. Review for accuracy and formatting before forwarding to AF/A8PB.

5.8. Weapon System Program Manager will:

5.8.1. Develop a Migration Plan for all aerospace vehicles programmed for retirement from the active aerospace vehicle inventory. This includes transfers to inactive status for contractor test/test support, ground trainers, NMUSAF, FMS/SAP, and transfers to other military services or DOD agencies. It also addresses aerospace vehicles currently in storage, identified for reclamation or disposal, or otherwise meets the definition in paragraph 1.8. of this AFI and as outlined in the annual Migration Plan call message. Migration Plans will cover the current year through the FYDP. As a minimum, coordinate the Migration Plan with the AF Force Programmer, lead command Force Programmer, MAJCOM Force Programmer (if different from lead command force programmer), MAJCOM AVDOs for in-place (field) disposals and approved by the Weapon Program Manager prior to submitting to AFMC/A4. AFMC/A4 will consolidate all Migration Plans and forward to AF/A8PB.

5.8.1.1. Use the Migration Plan Guide and the template provided in the Migration Plan Call Letter to develop the Migration Plan. Also develop plan and document requirements in accordance with the Logistics Requirements Determination Process (LRDP) for AMARG storage funding requirements. The LRDP is maintained by AFMC/A4F.

5.8.1.2. Furnish a copy of the approved Migration Plan to the applicable Engine Manager for information and planning purposes.

5.8.2. Update bi-annually, the current fiscal year Migration Plan (bi-annual updates will cover current fiscal year only). Changes to the Migration Plan will be highlighted and address the reason for the change. Furnish any changes identified during the bi-annual Migration Plan update to the applicable Engine Manager.

5.8.3. Attend each Air Force Strike Board, as required. To prepare for the Strike Board each Weapon System Program Manager will:

5.8.3.1. Review programmed aerospace vehicle retirements and determine how many and to what storage category they should be inducted. The primary consideration is support to the remaining active inventory and foreign owned aerospace vehicles.

5.8.3.2. Review aerospace vehicles currently in storage at 309 AMARG to determine the optimum number required for each storage category for present and future requirements. Emphasis should be placed on reclaiming them at the earliest opportunity to alleviate spare parts buys and minimize dollar expenditures. Preservation of supply sources should also be considered when determining the correct mixture of manufacturing verses reclamation.

- 5.8.3.3. Identify by tail number or Unique Item Identifier any aerospace vehicle changing storage categories and going to disposal. These actions will be reviewed by the Strike Board, with the results to be included in the annual Migration Plan.
- 5.8.4. Track the number and nomenclature of parts removed from each tail number or Unique Item Identifier in storage to the greatest extent possible. When a part(s) is required to be removed, the Weapon System PM will direct 309 AMARG personnel to a specified serial number(s). Every effort should be made to consolidate parts removals from as few aerospace vehicles as possible to expedite them through to disposal.
- 5.8.5. Develop and prepare a Vehicle Condition Report of all 309 AMARG-stored aerospace vehicles. It will include the MDS, tail number or Unique Item Identifier, number of parts removed, how long it has been in storage, condition, and any pertinent remarks applicable to each aerospace vehicle. The report will be forwarded no later than 15 November each year.
- 5.8.6. Ensure funding is in place 14 days prior to delivery of aerospace vehicles to the 309 AMARG.
- 5.8.7. Recommend to AF/A8PB the storage code for aerospace vehicles being transferred to 309 AMARG. To change storage codes for aerospace vehicles already in storage, coordinate with the AFMC AVDO, who will submit the request to AF/A8PB.
- 5.8.8. Initiate a formal request to AF/A4LY when parts are needed from 309 AMARG-stored aerospace vehicles in 1000 storage coded XS to satisfy operational mission needs ([Attachment 7](#)). The part must be MICAP or depot maintenance is at a work stoppage prior to making the request. The request should address the issue driving the part(s) removal, and identify when the parts will be replaced. The Weapon System PM will track the parts that have been removed and report to AF/A4LY the status of their return. Once the part is received it will be stored at 309 AMARG, but is not required to be reinstalled on the aerospace vehicle. The part may not be stored at any other location than 309 AMARG. AF/A4L is the approval authority for parts removal from aerospace vehicles in 1000 storage coded XS.
- 5.8.8.1. For aerospace vehicles in 1000 storage coded XT or XS, coordination is required from AF/A4LY, AF/A8PB and SAF/IARW (XT only).
- 5.8.8.2. Chronic spares shortages should prompt the Weapon System PM to request manufacturing sources, removing the aerospace vehicles from 1000 storage and placing them into programmed reclamation.
- 5.8.9. Determine disposition of aerospace vehicle residue and associated support equipment assigned to them in the event of vehicle destruction or determination that the vehicle is not economically feasible to repair. If residue or the aerospace vehicle is to be stored at the 309 AMARG, a request should be sent through the MAJCOM AVDO to AF/A8PB who will document approval on an AF Form 913.
- 5.8.10. Comply with AFMCI 23-111 for Save List policies.
- 5.8.11. Evaluate the overall condition of the aircraft upon completion of programmed reclamation, with assistance from the 309 AMARG/OB. The PM then determines if the reclaimed aerospace vehicle should be retained and assigned to Reclamation Insurance

Type (RIT) status to support future parts requirements or authorized for disposal. The PM must direct the 309 AMARG/OB to either assign these aircraft to a RIT project or take disposal action.

5.8.12. For disposition of damaged aerospace vehicles exceeding the cost threshold in paragraph 3.9, the PM will submit a disposition recommendation through their PEO, receive using and lead MAJCOM/A3 concurrence, then HQ MAJCOM/CV and AFMC/AFSPC coordination, prior to submission to AF/A8PB. The recommendation will include the following items:

5.8.12.1. Lead MAJCOM/A3 assessment of operational impacts if aerospace vehicle is not repaired.

5.8.12.2. Assessment of reparability of the damaged aerospace vehicle including the following:

5.8.12.2.1. MDS (mission, design, series), serial number, location of aerospace vehicle, and last Programmed Depot Maintenance date (if applicable).

5.8.12.2.2. Overview of proposed repair strategy.

5.8.12.2.3. Total cost estimate including labor, all materials and replacement equipment, fixtures, TDY, transportation, engineering design, packaging and shipping.

5.8.12.2.4. Length of time required to complete repair, including procurement of long-lead items.

5.8.12.2.5. Appropriate Technical Airworthiness Authority review and certification.

5.8.12.2.6. Cost, schedule and technical risk assessment.

5.8.12.2.7. Proposed repair source and capacity.

5.8.12.2.8. Funds availability.

5.8.12.2.9. Configuration of vehicle (significant modifications installed or not installed).

5.8.12.2.10. Current airframe hours and remaining service life.

5.8.12.2.11. Fleet retirement/phase-out projection.

5.8.12.2.12. Other constraints and considerations.

5.8.12.3. Cost, schedule, funds availability and risk assessment of alternate strategies to replace the aircraft with similar aircraft if possible (i.e., activate from AMARG, procure), as well as estimates for demilitarization/disposal/packaging and shipping in the event final decision is retirement or disposal.

5.9. 309 AMARG will:

5.9.1. Have custodial responsibility for Air Force assets stored at their facility. They take direction from HAF, HQ AFMC, the Weapon System PM or other authorized activities for processing aerospace vehicles into storage, maintenance while in storage, flight preparation or overland shipment, reclamation, and disposal. The 309 AMARG

removes parts, as directed by the Weapon System PM, from specific aerospace vehicle tail numbers or Unique Item Identifiers. They make recommendations and provide assistance, as requested, to customers, providing a broad range of expertise and data to aid in the management of stored aerospace vehicles and engines.

5.9.2. 309 AMARG/OB will:

5.9.2.1. For aerospace vehicles released to the Weapon System PM for reclamation, screen the aerospace vehicles with GSA upon notification by the respective PM prior to aerospace vehicles disposal. If an aircraft is selected for transfer as a result of the GSA screening, AFMC AVDO will request a project action from AF/A8PB to document the transfer.

5.9.2.2. Provide an updated quarterly inventory, activity, and parts removal report by the end of the first week of each quarter to AF/A8PB and to each Weapon System PM.

5.9.2.2.1. The inventory report will include MDS, serial/identification number, current project number, previous project number, storage category, status code, date received, flight hours, and any pertinent description or remarks.

5.9.2.2.2. The activity report will be broken into three parts. Part 1 of the activity report will include aerospace vehicles inducted by MDS, serial number, and storage category. Part 2 of the report will include aerospace vehicles reclaimed by MDS, tail number or Unique Item Identifier, project number, and disposition after reclamation (disposal or reclamation insurance type). Part 3 of the report will include aerospace vehicles turned over to DLS Disposition Services contractor for disposal.

5.9.2.2.3. The parts removal report will include the MDS, tail number or Unique Item Identifier, part nomenclature, part number, national stock number, and date removed. This report will be made available monthly upon request by the Weapon System PM.

5.9.2.3. Receive aerospace vehicle assignment directives from AF AVDO based on AF Forms 913 issued by AF/A8PB. They receive, preserve, and maintain aerospace vehicles and engines as directed and specified in Air Force Technical Order 1-1-686, *Desert Storage Preservation and Process Manual For Aircraft, Aircraft Engines, and Aircraft Auxiliary Power Unit Engines*.

5.9.2.4. Assist the NMUSAF to the maximum extent possible with all demilitarization verification requests for aerospace vehicles being loaned to private museums.

5.9.2.5. Maintain a record of all AF/A4L approvals to remove parts from 1000 XS stored aerospace vehicles. Also maintain a record of Weapon System PM-coordinated requests to remove parts from any 1000 XT stored aerospace vehicles. These records will be maintained until the aerospace vehicle is transferred from 1000 storage or the part is replaced.

5.9.2.6. Maintain all parts removed from 1000 XS stored aerospace vehicles in a by tail number system. Munitions and shelf life items removed from aircraft upon

induction into 1000 XS and XT storage will be turned into supply. All other parts removed must be identified and tagged for the specific MDS and serial number.

5.10. Organizations with Requests for Aerospace Vehicles for Historical Display

5.10.1. Organizations authorized under AFI 84-103, *U.S. Air Force Heritage Program*, to receive display aircraft should submit a written request through their MAJCOM/HO to the NMUSAF. The request must include the type of aerospace vehicle desired, serial number (if applicable), justification, a plan to acquire and maintain it, a point of contact, and telephone number. The MAJCOM will forward the request with recommendations to NMUSAF/MU, 1100 Spaatz Street, Wright Patterson AFB OH 45433-7102. If an aerospace vehicle is available and excess to all AF operational requirements, the NMUSAF will request the aerospace vehicle from AF/A8PB and accept accountability when the aerospace vehicle is formally delivered to the specified site. The NMUSAF maintains all requests and fills them IAW AFI 84-103. Requesting organizations must be sure they can reclaim, demilitarize, perform hazardous material removal, and fund the aerospace vehicle transfer before accepting aerospace vehicle for static display. Aerospace vehicles being loaned to private museums are required to be demilitarized in accordance with DoD 4160.28M before being put on display. The NMUSAF will coordinate with the 309 AMARG to have personnel verify each aerospace vehicle for proper demilitarization before it is allowed to be put on display at civilian museums/organizations.

5.10.2. All other requests for static display aerospace vehicles should be submitted in writing to the NMUSAF. The NMUSAF oversees and manages the Static Display Program and ensures the requestor is qualified under the provisions of Title 10 USC § 2572. The NMUSAF further ensures compliance with DoD 4160.21-M and the procedures for disposition of excess aerospace vehicles in, AFMAN 23-110 *USAF Supply Manual*, Volume 6, Chapters 8 and 9.

5.11. AF/A8PE will:

5.11.1. Following the completion of each budget cycle, prepare and distribute Force Tabs and Worksheets from the Force Structure Worksheet to the HAF Force Programmers.

5.12. AF AVDO will:

5.12.1. Implement aerospace vehicle allocations as directed by HAF.

5.12.2. Issue implementing instructions on HAF assignment directives and ensure prompt action on each assignment.

5.12.3. Maintain a centralized record of assignment and possession for each aerospace vehicle in the Air Force inventory.

5.12.4. Monitor each termination action consistent with AFI 21-103 and adjust the inventory file, as appropriate.

5.12.5. Maintain the stock record account (FA2303) for aerospace vehicles procured by or assigned to active and reserve force organizations.

5.12.6. Provide AF/A8PB with aerospace vehicle termination messages.

5.12.7. Ensure all AF Form 913s adhere to disposition and retention instructions IAW AFI 33-364, Chp 5. Additional support can be found on the following website: <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>

5.12.8. Submit the Aerospace Vehicle Inventory monthly report to the AF/A8PE program database. (The Reliability and Maintainability Information System (REMIS) Program Office does this.)

Table 1. Report Required From AFMC

Prepare	As of	Description	Recipient	Due In
RCS: HAF-A8PE(M)7201, HAF Aerospace Vehicle Inventory, Report	Last day of each month	Basic US Air Force aerospace vehicle inventory and net change to date for the month	AFPICA/GAPIC	The 15th work day after the first of each month

5.13. Commands will:

5.13.1. Carry out the aerospace vehicle assignments directed by HAF and implemented by HQ AFMC.

5.13.2. Maintain full responsibility of all assigned Aerospace Vehicles requiring disposition instructions until final disposition is determined by AF/A8PB and the Aerospace Vehicle is officially transferred or disposed.

5.13.3. Recommend actions to HAF Force Programmers that will yield a better distribution of aerospace vehicles at each Air Force base under their command.

5.13.4. Contact AF AVDO when a vehicle transfer or an assignment directive will take longer than 30 days, or when the transfer cannot meet the assignment instruction.

5.13.5. Inform AF/A8PB and database managers (information copy to AF AVDO) no later than 90 days before an assignment ends or a vehicle becomes excess to command requirements.

5.13.6. Coordinate with the 309 AMARG/OB, 30 days before each fiscal quarter, the aircraft scheduled for input during the forthcoming quarter; include command, input date, MDS, tail number, and project number when possible.

5.13.7. Ensure the organization delivering the aircraft coordinates the delivery date with the 309 AMARG/OB within seven days before delivery to 309 AMARG. The delivery organization will send a message to the 309 AMARG/OB, MAJCOM/AVDO, AFMC/A4MM, and AF AVDO stating the name, office symbol, and telephone number of the 309 AMARG action officer who coordinated the delivery date.

5.14. Command AVDO will:

5.14.1. Submit aerospace vehicle transfer and disposition requests on the aircraft disposition website (<https://www.acdisposition.hq.af.mil/>). Submit the request as soon as possible, but no later than 30 days before the required delivery date.

5.14.1.1. Notify the Weapon System PM prior to submitting a disposition request to, within, or from the inactive inventory.

- 5.14.2. Distribute approved AF Forms 913s to all affected offices.
- 5.14.3. Monitor the distribution of aerospace vehicles within the command.
- 5.14.4. Monitor aerospace vehicle reassignments.
- 5.15. Unit AVDO will:
 - 5.15.1. Coordinate with the persons responsible for preparing the reports required by AFI 21-103 on all transfers of aerospace vehicles.
 - 5.15.2. Coordinate input schedule of excess aircraft with the 309 AMARG and provide agreed upon schedule to MAJCOM AVDO.
 - 5.15.3. Prepare and distribute DD Forms 1149, *Requisition and Invoice/Shipping Document*. Obtain the signature of aerospace vehicle delivery personnel and distribute documents pursuant to AFI 21-103.
 - 5.15.4. Ensure the maintenance group commander (or equivalent) certifies each transferred aerospace vehicle for condition, completeness of equipment (to include aerospace vehicle Data Plate), and serviceability (see Technical Order (T.O.) 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures* and AFI 21-103). Any equipment that has been removed from the aircraft must be documented on AFTO Form 781A in accordance with T.O. 00-20-1.
 - 5.15.5. Two weeks prior to scheduled arrival of an aerospace vehicle to 309 AMARG, coordinate with 309 AMARG/OBW and 309 AMARG AVDO to provide a listing of classified and nuclear weapons related materiel equipment installed on the aircraft, based on the current configuration. Additionally, provide the delivery configuration and equipment on the aircraft to 309 AMARG.
 - 5.15.6. Ensure the delivery personnel provides 309 AMARG, 578 Storage and Disposal Squadron, Receiving Section an AFTO Form 290, *Aerospace Vehicle Delivery Receipt* and all accompanying documentation from the releasing organization and confirm classified and nuclear weapons related materiel equipment status IAW T.O. 00-20-1 Chapter 9.2.
- 5.16. Contractors will:
 - 5.16.1. IAW Defense Federal Acquisition Regulation Supplement (DFARS), Appendix F, Part 4, 401(b), distribute DD Form 250, Material Inspection and Receiving Report, on shipments of new production aircraft and missiles, to AF AVDO.

MICHAEL R. MOELLER, Lt Gen, USAF
DCS, Strategic Plans and Programs

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

DODI 1225.6, *Equipping the Reserve Forces*, 16 May 2012.

DOD 4160.21-M, *Defense Materiel Disposition Manual*, 18 August 1997.

DOD 4160-28-M Volume 3, *Defense Demilitarization: Procedural Guidance*, 7 June 2011.

CJCSI 4410.01F, *Standardized Terminology for Aircraft Inventory Management*, 10 May 2011.

AFPD 16-4, *Accounting for Units, Installations, and Aerospace Vehicles*, 7 September 1993.

AFMAN 16-101, *International Affairs and Security Assistance Management*, 15 February 2011.

AFMAN 23-110, *USAF Supply Manual*, 1 April 2009.

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 26 January 2012.

DOD Manual 4120.15-L, *Model Designation of Military Aerospace Vehicles*, 12 May 2004.

AFI 16-401, *Designating and Naming Defense Military Aerospace Vehicles*, 14 April 05.

AFI 84-103, *U.S. Air Force Heritage Program*, 27 October 2004.

DFARS, *Defense Federal Acquisition Regulation Supplement*, Appendix F, *Material Inspection and Receiving Report*, 20 Sep 2011.

T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policies and Procedures*, 31 May 2005.

T.O. 00-25-107, *Maintenance Assistance*, 15 August 2011.

T.O. 1-1-686, *Desert Storage Preservation and Process Manual for Aircraft, Aircraft Engines, and Aircraft Auxiliary Power Unit Engines*, 1 January 2009.

AFI 63-101, *Acquisition and Sustainment Life Cycle Management*, 17 April 2009.

AFMCI 23-111, *Reclamation of Air Force Property*, 9 February 2012.

AFMAN 33-363, *Management of Records*, 9 April 2012.

Prescribed Forms

AF Form 913, *Aerospace Vehicle Project Action* AFI Form 913

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*, AFTO Form 290, *Aerospace Vehicle Delivery Receipt*, DD Form 250, *Material Inspection and Receiving Report*, DD Form 1149, *Requisition and Invoice/Shipping Document*, AFTO Form 781A, and SF 120, *Report of Excess Personal Property*

Abbreviations and Acronyms

ADF—Air Defense Force

AND—Assignment Directive Number

AFI—Air Force Instruction

AFGSC—Air Force Global Strike Command

AFMAN—Air Force Manual

AFMC—Air Force Materiel Command

AFOTEC—Air Force Operational Test and Evaluation Center

AFPD—Air Force Policy Directive

AFR—Air Force Reserve

AFRC—Air Force Reserve Command

309 AMARG—309 Aerospace Maintenance and Regeneration Group

ANG—Air National Guard

AR—Attrition Reserve

AVDO—Aerospace Vehicle Distribution Office

BAA—Backup Aerospace Vehicle Authorized

BAI—Backup Aerospace Vehicle Inventory

CCMD—Combatant Command

CCDR—Combatant Commander

DFARS—Defense Federal Acquisition Regulation Supplement

DOD—Department of Defense

DRU—Direct Reporting Unit

DRMS—Defense Reutilization and Marketing Service

DSCA—Defense Security Cooperation Agency

DT&E—Developmental Test and Evaluation

EDA—Excess Defense Article

FMS—Foreign Military Sales

FOA—Field Operating Agency

FSC—Federal Supply Class

FYDP—Future Years Defense Program

GDF—Guidance for Development of the Force

GSA—General Services Administration

ICBM—Intercontinental Ballistic Missile

JPG—Joint Programming Guidance

JSPS—Joint Strategic Planning System

MAJCOM—Major Command
MDS—Mission Design Series
MICAP—Mission Impaired Capability Awaiting Parts
MP—Migration Plan
NMUSAF—National Museum of the United States Air Force
OT&E—Operational Test and Evaluation
PAA—Primary Aerospace Vehicle Authorized
PAI—Primary Aerospace Vehicle Inventory
PCR—Program Change Request
PDAI—Primary Development/Test Aerospace Vehicle Inventory
PDM—Programmed Depot Maintenance
PDS—Program Data System
PEC—Program Element Code
PIC—Purpose Identifier Code
PM—Program Manager
PMAI—Primary Mission Aerospace Vehicle Inventory
POIA—Primary Other Aerospace Vehicle Inventory
PPUG—Planning and Programming Update Guidance
PTAI—Primary Training Aerospace Vehicle Inventory
RCS—Report Control Symbol
RDT&E—Research, Development, Test, and Evaluation
RIT—Reclamation Insurance Type
SAP—Security Assistance Program
SECDEF—Secretary of Defense
SOF—Special Operations Forces
SMC—Space and Missile Systems Center
SPG—Strategic Planning Guidance
T&E—Test and Evaluation
TAI—Total Active Aerospace Vehicle Inventory
TEMP—Test and Evaluation Master Plan
TO—Technical Order
TOAI—Total Overall Aerospace Vehicle Inventory

USC—United States Code

WSC—Weapons System Code

Terms

Aerospace Vehicle Retirement— Aerospace vehicles that are excess to AF operational needs and transfer from the active inventory.

Aerospace Vehicle Termination— Aerospace vehicles that have been removed from the AF active or inactive inventory (i.e., crashed, not economically feasible to repair, reclaimed, disposed of, transferred to another service or DoD activity, or donated to the NMUSAF).

Attrition Reserve (AR)— Aircraft procured for the specific purpose of replacing the anticipated losses of aircraft because of peacetime and/or wartime attrition.

Backup Aerospace Vehicle Inventory (BAI)— Aircraft above the primary mission inventory to permit scheduled and unscheduled depot level maintenance, modifications, inspections and repair and certain other mitigating circumstances without reduction of aircraft available for the assigned mission. Other mitigating circumstances may include specialized maintenance requirements, medium duration home station modifications, and unique squadron sizing and location.

Bailment— Aircraft furnished to and under the controlling and physical custody of a non-government organization pursuant to the requirements of a government contract. Purpose Identifier Codes EB, ED, DN, VN, and XU.

Drone— A land, sea, or air vehicle that is remotely or automatically controlled.

Foreign Military Sales— That portion of United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, and the Arms Export Control Act of 1976, as amended. This assistance differs from the Military Assistance Program and the International Military Education and Training Program in that the recipient provides reimbursement for defense articles and services transferred. Also called FMS (Purpose Identifier Code XT).

Lease— Military aircraft provided to agencies and organizations outside the Federal Government on a temporary basis. Purpose Identifier Code XY.

Loan— Military aircraft provided to other Federal Government departments and agencies on a temporary basis. Purpose Identifier Code NY.

Maintenance Training— Aircraft employed for ground training which do not require airborne operations. Purpose Identifier Codes EJ, TX.

Primary Aerospace Vehicle Authorization (PAA)— The number of aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operating resources to include manpower, support equipment, and flying-hour funds.

Primary Aerospace Vehicle Inventory (PAI)— The aircraft assigned to meet the primary aircraft authorization. Includes PMAI, PTAI, PDAI and POAI.

Primary Development/Test Aerospace Vehicle Inventory (PDAI)— Aircraft assigned primarily for testing of the aircraft or its components for purposes of research, development, test

and evaluation, operational test and evaluation, or support for testing programs. Purpose Identifier Codes CB, EI, and EH.

Primary Mission Aerospace Vehicle Inventory (PMAI)— Aircraft assigned to a unit for performance of its wartime mission. Purpose Identifier Codes CC, CA, and IF.

Primary Other Aerospace Vehicle Inventory (POAI)— Aircraft required for special missions not elsewhere classified. Purpose Identifier Codes CF, ZA, and ZB.

Primary Training Aerospace Vehicle Inventory (PTAI)— Aircraft required primarily for technical and specialized training for crew personnel or leading to aircrew qualification. Purpose Identifier Code TF.

Reclamation— Aircraft removed from operational service due to damage, depreciation, administrative decision, or completion of projected service life.

Reclamation Insurance Type— Aircraft set aside for potential future parts reclamation. Typically aircraft in RIT have already been reclaimed and terminated from the Air Force inventory.

Storage— Aircraft removed from the active inventory and held in a preserved condition. Purpose Identifier Codes XS, XT, XV, and XX. Can at times be referenced by T.O. 1-1-686 definition of 1000 (XS/XT), 2000 (XV) or 4000 (XX).

Total Active Inventory (TAI)— Aircraft assigned to operating forces for mission, training, test, or maintenance functions. Sum total of PAI + BAI + AR.

Total Inactive Inventory (TII)— Aircraft in storage, bailment, loan or lease outside the defense establishment, used as Government Furnished Property, or otherwise not available for military service.

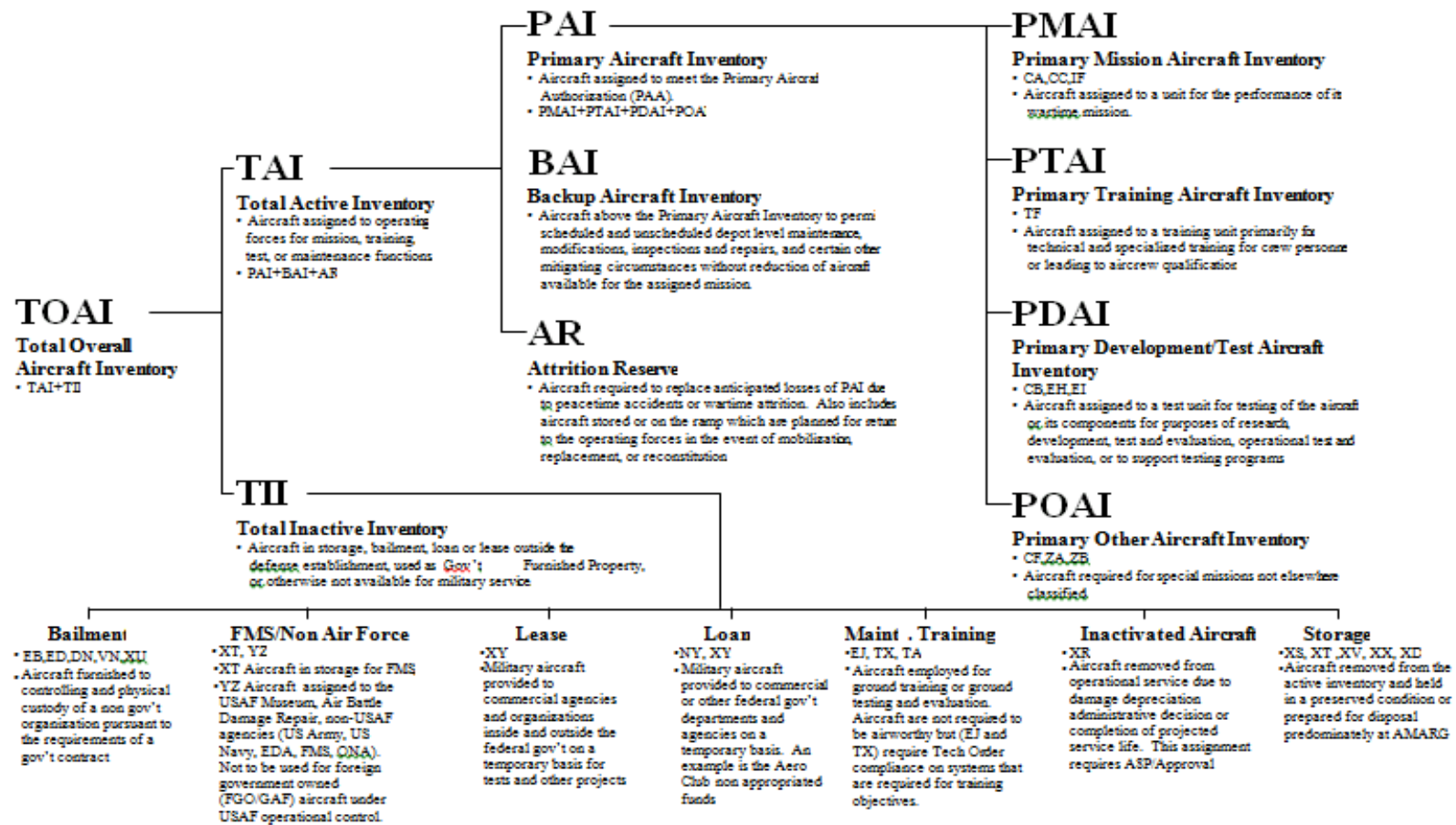
Total Overall Aerospace Vehicle Inventory (TOAI)— The sum of TAI and TII.

Unmanned Aerial System (UAS)— That system whose components include the necessary equipment, network, and personnel to control a remotely piloted aircraft.

Attachment 2

TERMINOLOGY FOR AIRCRAFT INVENTORY MANAGEMENT

Figure A2.1. Terminology for Aircraft Inventory Management



Attachment 3

ASSIGNMENT PURPOSE IDENTIFIER CODES

Figure A3.1. ASSIGNMENT PURPOSE IDENTIFIER CODES

1. Active Inventory. (AFI 21-103 Attachment 17)		
Code	Short Title	Data Code Definition
CA	Combat Support	Direct support of units engaged in conflict
CB	Combat Tactics OT&E	Developing, improving, or evaluating operational employment ability (OT&E)
CC	Combat	Delivering munitions or destructive material against or engaged in direct contact with enemy forces
CF	Combat Auxiliary Support	Aerospace vehicles assigned or possessed to accomplish essential functions that cannot be performed economically in the primary aerospace vehicles of combat and combat support units.
EH	Test Support	Participation in test programs
EI	Test	Complete systems evaluation or testing to improve the capabilities of the weapon system
IF	Industrial Fund	Assigned by AMC for the accomplishment of weapon system program manager operations for airlift service
TF	Training	Student training, combat crew training or dissimilar air combat training or combat crew training
ZA	Special Activity	Special Missions (e.g., Aerial Demonstration, Embassy Liaison, Presidential Support)
ZB	Operational Support	Air Force directed support airlift during peacetime contingencies and wartime. (e.g., priority personnel or cargo)
2. Inactive Inventory.		
Code	Short Title	Data Code Definition
DN	Depot Assignment	Depot level work resulting in an MDS change. Aerospace vehicles in this category will be reported as both assigned and possessed by AFMC.
EB	Contractor Test/Test Support	Aerospace Vehicles provided to contractors as Government Furnished Property (GFP) in support of a prime Air Force contract. These aerospace vehicles will be utilized for complete system evaluation testing to improve the capabilities of the designated aerospace vehicle support of specific test programs or production support.
ED	Prototype Test	Unaccepted prototype experimental or preproduction aerospace vehicles procured and utilized in support of a prime Air Force contract when conditions of acceptance are contingent upon contractor achievement of a specified milestone. Aerospace vehicles in this category are assigned for overall inventory accounting purposes only.
EJ	Ground Test	Non-flying ground test of the vehicle or system.
NY	Non-Appropriated Fund	On loan to USAF non-appropriated funds activities (e.g., aero

		clubs).
TA	Training Aid Aircraft Inactive	Aerospace Vehicle normally with a G prefix permanently assigned or possessed for ground training objectives. Non-flyable aerospace vehicle, that at a minimum, utilizes the fuselage of an aircraft that was in the AF Inventory to accomplish training objectives. Minimal maintenance is required for systems and subsystems in use.
TJ	Ground Instruction Active	Trainer and temporarily assigned or possessed aerospace trainers and temporarily assigned aerospace vehicles used for ground instruction purposes.
TX	Ground Instruction Inactive	Non-flyable aerospace vehicle specifically for ground instruction. Will usually have a G prefix to the MDS.
VN	Contract Work - MDS Change	Contract Work Resulting in MDS Change: Aerospace vehicles on contract to a civilian facility for the performance of vehicle modification or instrumentation resulting in Mission-Design-Series (MDS) change. Aerospace vehicles in this category will be reported as both assigned and possessed by AFMC.
XD	Excess Disposal	Inactive aerospace vehicles which are excess to all DOD needs with no preservation of airframe and engines (309 AMARG 4000 type storage). Aircraft will be reclaimed upon designation to XD, unless programmed reclamation was previously accomplished, normally upon placement into XX or unless the Air Force Reclamation Program Manager waives reclamation. Weapon System PM can direct priority reclamation, as required. Components and repair parts are not excess until DoD programmed reclamation requirements have been satisfied. After programmed reclamation, the aircraft will be processed for disposal
XR	Inactivated Aerospace Vehicle	Removed from operational service due to damage, depreciation, administrative decision, or completion of projected service life. Requires AF/A8P approval.
XS	Inviolate Storage	Stored in anticipation of specific future AF operational requirements. Parts may only be removed with approval of AF/A4L and only if serviceable replacement parts are ordered. If parts are removed, the Weapon System PM and engine PM will take concurrent action to acquire serviceable replacements, which need not be reinstalled, but must be earmarked for the specific aerospace vehicles from which removed (parts must be collocated at the installation the aerospace vehicle is stored). AF/A4L is the approval authority for any parts not stored at 309 AMARG. If it is not feasible to acquire replacement parts, the Weapon System PM will submit a waiver request to AF/A4L or a request to reclassify the aircraft to another storage category to AF/A8PB. Aerospace vehicles or trainers will not be moved

		to “XS” until all replacement parts are acquired to restore the aerospace vehicle to a flyable condition. Aerospace vehicles are under the authority of HAF.
XT	Security Assistance (SAP) Hold Storage.	Inactive aerospace vehicles or trainers stored in anticipation of specific future SAP requirements for transfer to foreign governments either as a foreign military sale (FMS) or at no cost as excess defense articles (EDA). Aerospace vehicles and trainers in this category are excess to DoD needs as flyable aircraft, but may not be excess to DoD spare parts or component requirements. Aerospace vehicles in this category will normally be prepared for a storage period in excess of 90 days and in a manner which will provide maximum aircraft preservation (309 AMARG 1000 type storage). The Weapon System PM may initiate selected parts removal on input to storage, and priority parts removal during storage, without action to acquire or replace the removed parts. Since SAF/IA expects aerospace vehicles and trainers made available for sale to be whole, the Weapon System PM will coordinate parts removal actions with SAF/IA and AF/A8PB through AF/A4LY. Acquisition of replacement parts will be initiated if the aircraft is reclassified to “XS” or designated for withdrawal in other than “as is, where is” condition. Before aerospace vehicles and trainers in the category may be offered for transfer as EDA (Foreign Assistance Act (FAA) Section 516, 517, 519, etc.), AF/A4LY will coordinate with AF/A4R to determine if DoD spare parts or components must be removed to support DoD needs as required by Federal Property Management Regulations (41 CFR 101-43.102) and DoD policy (DoD 4160.21-M).
XU	Contractor Other	Aerospace vehicles or trainers provided to approved USAF contractors as government furnished property for other than RDT&E purposes. Aerospace vehicles in this category will be reported as both assignment and possession codes.
XV	USAF Storage (Note 1)	Inactive aerospace vehicles or trainers stored to provide spare parts and components for the remaining operational mission aircraft. Aerospace vehicles and trainers in the category will normally be prepared for a storage period in excess of 90 days and preserved in a manner that will minimize expenditure of resources while maintaining components and parts in a reclaimable condition (2000 type storage). The Weapon System PM may direct selected parts removal on input to storage, and priority removals during storage, with no parts procurement or replacement action required unless the aircraft are recategorized to “XS” or designated for withdrawal in other than “as is, where is” condition. Aerospace vehicles or trainers in this category are not excess to DoD requirements.

		When XV aircraft remain in this storage category for an extended period of time and extensive priority parts removals have occurred, the Weapon System PM should consider moving the aerospace vehicle into programmed reclamation. PMs must review their rationales for holding aircraft in XV status and justify their assumptions in the annual Migration Plan.
XX	Excess Storage (Note 1)	Inactive aerospace vehicles or trainers placed in short term economical storage with no preservation of airframe and engines (309 AMARG 4000 type storage). AF/A8PB will ensure aircraft in this category are excess to DOD operational needs and place them on a reclamation project upon transfer to this storage category. After reclamation the Weapon System PM will direct they be placed into Reclamation Insurance Type (RIT) or processed for disposal. The PM may direct selected parts removal upon input to storage and priority removals during RIT storage with no parts procurement or replacement action required unless the aircraft are re-categorized to XS or designated for withdrawal in other than "as is, where is" condition. Components and repair parts are not excess until DoD reclamation requirements have been satisfied. Aircraft remain in this category until AF/A8PB or the Weapon System PM directs disposal or other disposition.
XY	Lease/Loan	Aerospace vehicles or trainers on lease to commercial agencies or loaned to other governmental agencies for accomplishment of tests or other projects.
YZ	National Museum of the USAF, ABDR, & Non - USAF REMIS Accountability Only	Aerospace vehicles assigned to the National Museum of the USAF (NMUSAF), Aircraft Battle Damage Repair (ABDR), non-USAF agencies (e.g., USA, USN, EDA, FMS, ONA). Not to be used for foreign government owned (FGO/GAF) aircraft under USAF operational control.
Note 1: Aircraft Engines: When aircraft are assigned to a storage category other than XS or XT, the engines assigned to those aircraft are available to the AF Engine Manager for use as whole engines or for parts support. The Weapon System PM shall notify the applicable engine PM of these types of assignments/transfers.		

Attachment 4

EXCESS REQUEST FOR AIRCRAFT DISPOSITION WEBSITE SAMPLE

Figure A4.1. EXCESS REQUEST FOR AIRCRAFT DISPOSITION WEBSITE SAMPLE

Sample: Aircraft disposition request on disposition website (<https://www.acdisposition.hq.af.mil/>) The disposition website is intended to be primarily accessed by MAJCOM AVDOs. Migration Planning data can be found in on the SharePoint website (<https://www.intelink.gov/sites/a8pb/wss/default.aspx>).

STATUS: Active to Inactive

TRACKING NUMBER: 7142-04

REQUESTOR: Capt John Doe

NAME: Mr. Joe Smith

ORGANIZATION: ANG/A4MM-AVDO

GAINING PROGRAM ELEMENT CODE: 0708016F

GAINING PURPOSE CODE: XV

SOURCE: ANG

FINAL RECIPIENT: MTC (309 AMARG)

SUBJECT: F-16 Battle Damage

REQUEST JUSTIFICATION: Subject aircraft sustained significant battle damage from enemy fire during a close air support mission over Miami in December 02. Losing this aircraft will not adversely affect fleet sustainment. HQ ACC/A5 concurs with HQ ACC/A4 recommendation to not fix this aerospace vehicle, cann parts, and ship to 309 AMARG.

MDS, TAIL NUMBER (S/N), AND BASE LOCATION: F-16/81-XXXX/Homestead.

AIRCRAFT CONDITION/AIRFRAME HOURS: Aircraft is currently located at Homestead AFRB being packed and crated for shipment by boat to 309 AMARG.

LIST OF SPECIAL MODIFICATIONS: There are about 100 total T-2 modifications installed on this aircraft. If required, one can be provided.

SPECIAL NONSTANDARD EQUIPMENT ITEMS INSTALLED: Most installed nonstandard equipment items are part of the installed T-2 modifications. The exceptions are the installation

of Falcon Up/SLIP (Service Life Improvement Program), and Falcon Star structural Time Compliance Technical Order (TCTO).

ESTIMATED COSTS TO RETURN THE VEHICLE TO STANDARD CONFIGURATION:

The estimate that follows is based on the cost of a full paint at Ogden Depot and the estimated hours provided by CFT (see attachment) minus 1276 hours for paint and bead blast (touch up only). Estimate based on the Ogden Depot doing the work and not CFT. The Ogden Depot hourly rate of \$117.66 was used for the calculation.

Ogden Depot paint: 1500 hours x \$117.66 = \$176,490.00; Includes In/Out Processing, Pylons, repairs, Wheel wells and 200 hours of safety of flight Over & Above. The material cost associated with paint is included within the price, however it does not include major material cost. E.G. major structural component found defective when paint is removed.

CFT Estimate: 3250 hours + 250 hours = 3500 x \$117.66 = \$411810.00

Depot Paint: \$176490.00

CFT Estimate: \$411810.00

Estimated Total*: \$586500

*Does not include the cost of parts that need replacing due to damage or cannibalization-- numerous parts were cannibalized by the deployed unit including the gun.

LISTING OF TCTO THAT ARE NEEDED TO RETURN THE AIRCRAFT TO A STANDARD CONFIGURATION: 1F-16-1404, 1735, 1825, 1832, 1910, 1947, 2034, 2059, 2060, 2080, 2131, 2183.

ESTIMATED DATE EXCESS VEHICLE WILL BE AVAILABLE FOR DISPOSITION/TRANSFER: As soon as possible, NLT 25 Mar 07.

RECOMMENDED DISPOSITION: Request that 81-XXXX be transferred from combat coded (CC) to excess (XX) for the purposes of reclamation. Upon approval of mission change by AF/A8P, we would like this aircraft placed on a reclamation project. The wings will be pulled in support of the F-16 FALCON STAR.

REMARKS: If the aircraft is transferred to another agency or museum, an agreement outlining the aircraft's acceptable deliverable configuration would have to be negotiated prior to transfer. In the event the aircraft is transferred to a museum, request is made for a waiver to be granted for compliance of phase, time changes, or TCTO requirements. If required, a complete save list will be provided after disposition of the aircraft has been decided.

POINTS OF CONTACT:

REQUESTOR: Mr/Ms AVDO/MAJCOM/Office Symbol/DSN Phone (Normally the command AVDO)

REQUESTING DIVISION CHIEF (0-6 OR EQUIVALENT): Col Smith, MAJCOM
/Office/DSN Phone

LEAD COMMAND AVDO: Current AVDO/MAJCOM/Office Symbol/DSN Phone

Weapon System PM, Weapon System Program Office (PO), or Weapon System Program
Director (PD): Weapons System PM/MAJCOM/Office Symbol/DSN Phone.

FORCE PROGRAMMER: Current HAF Force Programmer/Office Symbol/DSN Phone

OTHERS: Title/Name/Office/Phone

Attachment 5

AF FORM 913 COMMON TERM CROSSWALK AND PROJECT NUMBER ASSIGNMENT

Figure A5.1. AF Form 913 Common Term Crosswalk and Project Number Assignment

CROSSWALK

Purpose ID Codes	USAF Storage Project Codes	Commonly Used Terms	T.O. 1-1-686 Preservation Terms
XS	STS-xx-xxx	Inviolates	Type 1000
XT	STT-xx-xxx	FMS/SAP Hold	Type 1000
XV	STV-xx-xxx	Potential Reclamation	Type 2000
XX	STX-xx-xxx	Excess	Type 4000
XD	STD-xx-xxx	Excess Disposal	Type 4000

PROJECT NUMBER ASSIGNMENT

Prefixes	Fiscal Year and Aircraft Type Assignment	Fiscal Year Sequential Number	Eight Digit Project Number
STS	7A – 2007/Attack	001 – 999	STS-7A-001
STT	7B – 2007/Bomber	001 – 999	STT-7B-010
STV	7C – 2007/Cargo	001 – 999	STV-7C-012
STX	7O – 2007/Observation	001 – 999	STX-7O-065
STD	7Q-2007/Remotely Piloted Aircraft	001 - 999	STD-7Q-091
FMS – Foreign Military Sales	7T – 2007/Trainer	001 – 999	FMS-7T-076
AFM – NMUSAF	7F – 2007/Fighter	001 – 999	AFM-7F-089
RCL – Reclamation	7M – 2007/Missile	001 – 999	RCL-7M-098
MTC – AFMC	7H - 2007/Helicopter	001 – 999	MTC-7H-104
ONA – Other National Agencies Outside DoD, NASA, CIA, GSA etc			
USA – US Army			
USN – US Navy			
USC – US Coast Guard			
SPC – AFSPC			
SOC – AFSOC			
AFE – USAFE			
PAF – PACAF			
ACC – ACC			
AMC – AMC			
AFR – Air Force Reserve			
ANG – Air National			

Purpose ID Codes	USAF Storage Project Codes	Commonly Used Terms	T.O. 1-1-686 Preservation Terms
Guard			
AET - AETC			
GBS – AFGSC			

DISPOSITION PLAN SAMPLE

Figure A6.1. Disposition Plan Sample

[illegible]

Attachment 7

PARTS REMOVAL APPROVAL LETTER SAMPLE

Figure A7.1. Parts Removal Approval Letter Sample

<p>MEMORANDUM FOR AF/A4LY</p> <p>FROM: Program Office</p> <p>SUBJECT: Request for Parts Removal from MDS (A-10, for example) Aircraft in Type 1000 Storage at Aerospace Maintenance Regeneration Group (309 AMARG)</p> <p>1. Request approval to remove X (number) each of the following part from aircraft which is/are currently in XS storage at 309 AMARG to support current MICAPs and/or Depot aircraft work stoppages: MDS: A-10 (example) Tail Number: 81-0001 (example) Noun: Aft Nose Landing Gear Door (example) NSN: 1560010349013FJ (example) P/N: 160D136171-1 (example) Quantity: 2 (example) Payback: October 06 (example) MICAPs: 1 (example) Work Stoppages: 1 (example) Monthly Demand Rate: .7 (example)</p> <p>2. Justification: (What is the supply problem and reason for not pulling from aircraft in Type 2000, 3000 or 4000 storage at 309 AMARG) The Hill AFB depot repair shop is currently experiencing work stoppage due to lack of -93 pans. Delivery is dependent upon the first article passing and the delivery following within 90 days. In addition, these doors are trimmed to fit and we have exhausted all of the larger doors from the 126 aircraft in pick-and-pull at 309 AMARG. (example)</p> <p>3. Payback: We are also working on a redesign of the door. The prototype is to be completed in July and then it will have to go through FAT. The item manager, (ORG/OFFICE SYMBOL/NAME) estimates he won't be able to get an NSN assigned and on contract before the end of FY05. These new redesigned doors will be used for payback unless repaired doors are available for issue. (example)</p> <p>If payback of part will not occur, include evaluation/rationale for keeping aerospace vehicle in type 1000 storage.</p> <p>4. If there are any questions or comments, please contact SM (name/org/DSN).</p> <p style="text-align: right;">SIGNATURE BLOCK</p> <p>NOTES: Send to "AF/A4LY Workflow"</p>
--

PARTS REMOVAL APPROVAL LETTER SAMPLE

TO: SM

1st IND, AF/A4L

This action has been coordinated with AF/A8P. Request for parts removal is Approved/Disapproved. A copy of this memo must be submitted to 309 AMARG along with the Form 44 priority removal request, to the Item Manager. A copy of the approval must be maintained by the program office and the 309 AMARG until part is replaced or the donor aircraft is/are transferred from XS 1000 storage.

SIGNATURE BLOCK

Attachment 8

TRANSFER MEMORANDUM OF AGREEMENT TEMPLATE

Figure A8.1. Transfer Memorandum of Agreement Template

<p style="text-align: center;">MEMORANDUM OF AGREEMENT BETWEEN UNITED STATES AIR FORCE (<i>ENTER MAJCOM HERE</i>) AND <i>AIR FORCE RESERVE COMMAND and/or AIR NATIONAL GUARD (As appropriate)</i> FOR THE TEMPORARY TRANSFER OF AIRCRAFT</p> <p>1. PURPOSE. This Memorandum of Agreement (MOA) outlines the major responsibilities and actions required for aircraft transfer between <i>ENTER THE ARC and MAJCOM INFORMATION HERE</i>.</p> <p>2. AUTHORITIES. 10 U.S.C. § 8013; Title 10 U.S.C., Subtitle E, Parts I & II; Title 32 U.S.C., Chapter 1 (<i>USE ONLY FOR ANG TRANSFERS</i>). The contents of this MOA are consistent with Title 10 U.S.C. §8062 notes. Possession only transfer is authorized by AFI 16-402, <i>Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination</i>, paragraph 4.4.3.</p> <p>3. PARTIES/SIGNATORIES. This agreement shall be executed by the Chief of Staff of the Air Force (CSAF), the Director, Air National Guard, <i>and/or</i> the Commander, Air Force Reserve Command. The CSAF represents the equitable interest of <i>ENTER AFFECTED MAJCOM</i>, taking into account the interests of the Active and Reserve Components.</p> <p>4. PARTICIPANT ORGANIZATIONS. The Signatories shall execute this agreement for the temporary transfer of <i>ENTER ARC HERE</i> aircraft to the active component on behalf of the following participating organizations.</p> <p style="padding-left: 40px;">a. The supported (receiving) active duty organization is <i>ENTER MAJCOM HERE</i></p> <p style="padding-left: 40px;">b. The supporting (providing) ARC organizations is/are: <i>ENTER ARC UNIT(S) INFO HERE</i></p> <p>5. BACKGROUND. <i>ENTER PERTINENT INFORMATION TO EXPLAIN SITUATION LEADING UP TO THE NEED FOR THE TRANSFER</i></p> <p>6. OBJECTIVES. This MOA supports achievement of the following objective(s):</p> <p style="padding-left: 40px;">a. <i>ENTER INFORMATION TO EXPLAIN WHAT OBJECTIVES THIS TRANSFER ENABLES</i></p> <p style="padding-left: 40px;">b. <i>ENTER SECOND OBJECTIVE HERE, CONTINUE WITH PARAGRAPH C FOR THIRD OBJECTIVE, ETC.</i></p>

7. RESPONSIBILITIES.

- a. **GENERAL.** The Director ANG and/or AFRC/CC, and *MAJCOM/CC HERE* are mutually responsible for ensuring appropriate budgeting, funding, programming, administering, and executing the responsibilities and activities described herein, in coordination with each other. Each will ensure, in coordination with SAF/FM, all present and future budgets accurately reflect the responsibilities assigned under this agreement. All participants shall comply with AFI 21-103, *Equipment Inventory, Status and Utilization Reporting*, possession reporting requirements.
- b. **SUPPORTED ACTIVE DUTY ORGANIZATION.** *MAJCOM HERE* shall, consistent with Annex A and terms below, take temporary possession of the identified *ANG/AFRC* aircraft. For the period it is in temporary possession of an aircraft, *MAJCOM HERE* shall bear all responsibilities associated with delivery, operation, maintenance and return of the aircraft. These responsibilities include budgeting, funding, programming and administering aircraft operations and maintenance. Furthermore, *MAJCOM HERE* shall take the lead in ensuring that AF budget planning and execution properly reflects the mission responsibilities of the participants under this MOA.
- c. **SUPPORTING ANG/AFRC ORGANIZATION(S).** The *ANG/AFRC* shall make the aircraft identified in Annex A available to *ACTIVE MAJCOM HERE* as specified.

8. AIRCRAFT.

- a. Number of aircraft and location(s) from which they will be temporarily transferred: *ENTER THE NUMBER OF AIRCRAFT HERE, THE LOCATIONS OF THE BASES THEY ARE COMING FROM, AND WHEN THE TRANSFER WILL START AND STOP*
- b. Possession of aircraft: All AFRC/ANG (*as appropriate*) aircraft will remain permanently assigned to their respective components. Temporary possession of the aircraft will pass to the *ENTER ACTIVE COMPONENT WING HERE (ADD MAJCOM HERE)*. Responsibility for ensuring appropriate day-to-day maintenance, scheduling and utilization will be exercised by *ENTER THE SUPPORTED COMMAND HERE*, to facilitate efficient operation and maintenance consistent with normal Air Force procedures.
- c. Schedule for return of aircraft to unit of assignment: Aircraft will return to the unit (s) of assignment by *ENTER DATE(S) HERE ALONG WITH ANY OTHER PERTINENT INFORMATION FOR THE RETURN SCHEDULE.*
- d. Description of aircraft condition, including estimated remaining service life when returns to the unit of assignment: *ATTACH AN ANNEX WITH A TABLE*

9. MAINTENANCE.

- a. Field-level maintenance functions (e.g., hourly/phase inspections) and any unprogrammed depot maintenance, and/or operation-specific modifications (and associated costs with

returning aircraft to pre-modification configuration) generated as a result of the transfer will be scheduled, executed and funded by the supported active duty command. Prior to aircraft return to unit of assignment, inspections having exceeded over 50% of their inspection interval will be accomplished IAW Technical Order 00-20-1, paragraph 8.1.8.

- b. Programmed depot maintenance and/or modification requirements will be funded by the command of assignment, consistent with funds appropriated to that command for that purpose.

10. **FUNDING.**

- a. Each party to this agreement is independently responsible for budgeting, funding and executing the responsibilities described herein. However, all commitments made in this MOA are subject to the availability of appropriated funds. Nothing in this Agreement, in and of itself, requires the participants to expend or obligate appropriations.
- b. Any endeavor involving reimbursement or contribution of funds between the participants to this MOA will be handled in accordance with DoDI 4000.19, and will be subject to separate subsidiary support agreements with reimbursements executed via Military Interdepartmental Purchase Requests.

11. **IMPACT ON ANG/AFRC** *(as applicable)*.

- a. Effects on manpower for locations from which aircraft are transferred: There will be no effect on manpower for locations from which the aircraft are transferred. Units will retain current manpower authorizations in support of current mission requirements. *(USE THIS PROVIDED STATEMENT IF THERE ARE NO NEGATIVE EFFECTS ON MANPOWER. IF THERE ARE NEGATIVE EFFECTS, ELIMINATE THE PROVIDED STATEMENT AND INSTEAD DESCRIBE THE EFFECTS IN THIS PARAGRAPH).*
- b. Effects on skills and proficiency of ARC personnel affected by the transfer of aircraft: There will be no adverse effects anticipated on the skills and proficiency of ANG/AFRC *(as applicable)* personnel affected by the transfer. *(USE THIS PROVIDED STATEMENT IF THERE ARE NO NEGATIVE EFFECTS ON SKILLS/PROFICIENCIES. IF THERE ARE NEGATIVE EFFECTS, ELIMINATE THE PROVIDED STATEMENT AND INSTEAD DESCRIBE THE EFFECTS IN THIS PARAGRAPH).*

12. **AGREEMENT AND ADMINISTRATION.**

- a. This Agreement is to take effect upon signature of all Parties. This Agreement may be amended at any time by mutual written consent of the Parties.
- b. This Agreement will be reviewed by the participants annually. It will remain in effect unless modified, it is determined the mission is completed, or, upon annual review, one or both parties determine the agreement is no longer necessary.

- c. This agreement may be terminated by mutual consent of the parties or 180 days after written notice of termination issued by a party/signatory.
- d. To the extent that the terms of any prior agreement within the Air Force, including any agreement between the components of the Air Force, may be inconsistent with the terms of this Agreement, this Agreement will take precedence.
- e. The participants to this agreement (*MAJCOM AND ARC HERE*) may enter into bi-lateral agreements not inconsistent with the terms of this MOA, and are encouraged to do so at the lowest appropriate level.
- f. Any concerns or disputes should be resolved by the participant at the lowest possible level. However, where matters may not be amicably resolved, they shall be elevated through the respective chains of command as required for resolution. If matters cannot be resolved by the participants, they shall be raised to the Parties/Signatories for final resolution.

_____ Date: _____	_____ Date: _____
AFRC/CC NAME HERE	DANG NAME HERE
Commander, Air Force Reserve Command	Director, Air National Guard

_____ Date: _____

CSAF NAME HERE
General, USAF
Commander

Attachment:
ANNEX A- Aircraft Information